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No. 17,341. 號一十四百三千七萬一第 日五初月一十年丑癸 HONGKONG, TUESDAY, DECEMBER 2ND, 1913. 二拜禮 號二月二十年二國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 9th June, 1913. [788]



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Hongkong, 24th April, 1913. [609]

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Hongkong, 23rd September, 1913. [1101]

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Hongkong, 18th October, 1913. [1213]

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TIME TABLE.

WEEK DAYS.		
7.00 a.m. to	10.00 a.m.	Every 15 minutes.
8.00 "	11.00 "	" " " "
9.00 "	12.00 "	" " " "
10.00 "	1.00 p.m.	" " " "
11.00 "	2.00 p.m.	" " " "
12.00 "	3.00 p.m.	" " " "
1.00 p.m.	4.00 p.m.	" " " "
2.00 "	5.00 "	" " " "
3.00 "	6.00 "	" " " "
4.00 "	7.00 "	" " " "
5.00 "	8.00 "	" " " "

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1.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m.
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Every Quarter-Hour.

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10.30 "	11.00 "	" " " "
11.45 "	12.00 noon	" " " "
1.00 noon	1.00 p.m.	" " " "
1.00 p.m.	5.00 "	" " " "
6.00 "	8.00 "	" " " "
6.00 "	7.00 "	" " " "

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Hongkong, 1st October, 1913. [1152]

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TIME TABLE TO APRIL 30TH, 1914.

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NORTH BOUND.				SOUTH BOUND.			
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Shanghai (Steamer)	Mon.	10.00 a.m.	Wed.	Changchun	Mon.	10.00 a.m.	Wed.
Dairen	Tue.	1.00 p.m.	Thurs.	Shanghai (Steamer)	Tue.	1.00 p.m.	Thurs.
Changchun	Wed.	1.00 p.m.	Fri.	Dairen	Wed.	1.00 p.m.	Fri.
Shanghai (Steamer)	Thurs.	1.00 p.m.	Sat.	Changchun	Thurs.	1.00 p.m.	Sat.
Dairen	Fri.	1.00 p.m.	Sun.	Shanghai (Steamer)	Fri.	1.00 p.m.	Sun.
Changchun	Sat.	1.00 p.m.	Tue.	Dairen	Sat.	1.00 p.m.	Tue.
Shanghai (Steamer)	Sun.	1.00 p.m.	Wed.	Changchun	Sun.	1.00 p.m.	Wed.
Dairen	Mon.	1.00 p.m.	Thurs.	Shanghai (Steamer)	Mon.	1.00 p.m.	Thurs.

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
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[712]

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[928]

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587 B.]

CHINESE GOVERNMENT RAILWAYS, TIENSIN-PUKOW LINE.

NOTIFICATION NO. 218.

IT IS HEREBY NOTIFIED that the NEW SCHEDULE for our Express Service
will come into force on and after the 1st DECEMBER, 1913, connecting with the Trains
of PEKING-MUKDEN LINE, SHANTUNG-EISENBARN and SHANGHAI-NANKING LINE
as follows:—

DOWN TRAIN.

Tientsin-East	Peking-Mukden Train de Luxe from Mukden	arr. 10.35 a.m. Sat.
do	Tientsin-Pukow Express	leave 11.20 " "
Tientsin-Central	Peking-Mukden Mail Train from Peking	arr. 11.25 " "
do	Tientsin-Pukow Express	leave 11.48 " "
Tientsin	Shantung-Eisenbahn Express from Tsingtau	arr. 5.59 p.m. "
do	Tientsin-Pukow Express	leave 8.12 " "
Pukow	Tientsin-Pukow Express	arr. 1.13 " Sun.
Nanking	Shanghai-Nanking Express to Shanghai	leave 2.35 " "
Shanghai	Shanghai-Nanking Express	arr. 8.20 " "

UP TRAIN.

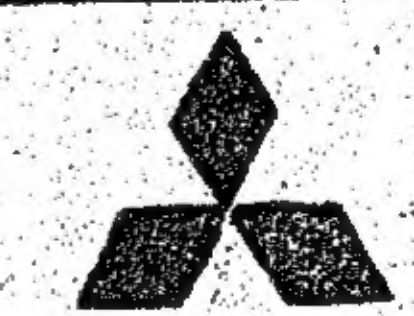
Shanghai	Shanghai-Nanking Express	leave 7.10 a.m. Mon.
Nanking	Shanghai-Nanking Express	arr. 12.30 p.m. "
Pukow	Tientsin-Pukow Express	leave 1.45 " "
Tientsin	Tientsin-Pukow Express	leave 6.40 a.m. Tues.
do	Shantung-Eisenbahn Express to Tsingtau	leave 8.00 " "
Tientsin-Central	Tientsin-Pukow Express	arr. 2.35 p.m. "
do	Tientsin-Pukow Express	arr. 2.53 " "
Tientsin-East	Peking-Mukden Mail Train to Peking	leave 3.45 " "
do	Peking-Mukden Train de Luxe to Mukden	leave 1.25 a.m. Wed.

N.B.—Intending through passengers from Peking on Saturdays are requested to change
Train at the Tientsin-Central Station, not the Tientsin-East Station.

Tientsin, 20th November, 1913.

BY ORDER.

[1377]



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3 Dry Docks	No. 1 ... 510 ft.	77 ft.	26 ft.
	No. 2 ... 350 ft.	53 ft.	24 ft.
	No. 3 ... 714 ft.	88 ft.	34 ft.

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The Salvage Steamer "OHARA MARU," 716 tons and 12 knots speed, is always ready
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	Floating Docks.	No. 2.
	No. 1.	12,000 Tons.
Lifting Power	7,000 Tons.	580 Feet.
Max. Length of Ship taken in	56 "	66 "
Max. Breadth " " " "	22 "	23 "
Max. Draft " " " "	22 "	23 "

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Floating Showers, capable of lifting 40 tons weight.
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28th May, 1913. [720]

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A LA CARTE GRILL ROOM.
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FREDERICK REICHHMANN,
Proprietor.

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TELEGRAPHIC ADDRESS: "COMFORT,"
Hongkong.

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P. O. PEUSTER,
Manager.

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84] "Braeside," 20, Macdonnel Road.

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SHAMHEEN-CANTON.
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TELEPHONE 1219.
Hongkong, 16th April, 1913. [584]

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Correspondents must forward their
names and addresses with communi-
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publication, but as evidence of good faith.
All letters for publication should be
written on one side of paper only.

No anonymously signed communi-
cations that have already appeared in
other papers will be inserted.

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Codes: A.B.C. 5th Ed. Lieber.
P.O. Box, 84. Telephone No. 13.

BIRTH.

TESDALE.—On November 25th, at Shang-
hai, wife of J. H. Tensdale, a
daughter.

DEATH.

BERTHE.—On the 25th November, at
Shanghai, LINA, the beloved wife of
J. A. BERTHE, Chinese Maritime
Customs, aged 40 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 2ND, 1913.

The only word of encouragement which
the British First Lord of the Admiralty
received from any responsible quarter con-
cerning his "Naval Holiday" proposal
came from United States Secretary for the
Navy, Mr. JOSEPH DANIELS, but a telegram
which we print to-day in another column
shows that Mr. DANIELS is not prepared to
recommend that the United States should
set an example to the world—not at any
rate, in 1914. The American Government,
like the British, can only afford to observe
the Naval Holiday if all the first-class
nations agree to stop or curtail the
construction of battleships at the same time.
"I believe such an agreement must be made
sooner or later for economic reasons," the
U.S. Secretary declared. "The hysteria of
naval preparations is proving too great a
burden for the people. We ourselves are
spending about \$140,000,000 annually on
our Navy, an equal amount on our Army,
and that is but a trifle compared with what
the Great Powers of Europe and Japan are
spending, with new vessels superseding and
making obsolete all that have been built

before. The world to-day is facing the
anomaly of making its navy less adequate
by increasing it. For when new vessels are
built with their more powerful armament
they render useless the smaller warships,
save for coast defence." Mr. DANIELS said
that such an agreement, joined in by Ger-
many, England, France, Russia, Japan, and
the United States, would result in the
greatest benefit to humanity in general
from an economic standpoint. "Unless
some agreement is soon reached," he
said, "every citizen will figuratively
be carrying a soldier on his back." The
problem is more complex than it seems
at first sight. Restriction of armaments,
if it ever is to be effected, must be a simul-
taneous movement among all the great
Powers of the world, and a restriction of
military as well as naval armaments must
be considered at the same time. French
critics, for instance, have been pointing out
that if Germany decided to fall in with the
suggestion to save outlay on ships at the
present time she would certainly expend
her savings upon the land forces, thus
increasing the military strain upon the
Republic. Germany has a well-defined
naval policy and she is not to be deterred
from faithfully carrying it out as it is laid
down in the Navy Law. British Service
circulars, while giving credit to Mr. DANIELS
for sincerity of political purpose, regard his
speech as a blunder. "The superficial
attempt which has been made to put
Germany in the wrong," says a Service
journal, "is deplorable, and a thoroughly
unpracticable and vague proposition has
been met with dignity in the Fatherland.
Germany is known to be strengthening her
fleet for adequate reasons, and the revival
of the Russian Navy is one of them." The
critics of the proposals are on firm ground
when they assert that there is no basis of
negotiation which any foreign country will
admit, since it will not confess the justice of
the British claim to the command of the
sea. The *Naval and Military Record*
presents the view that of all the nations of
the world the British have least reason to
groan about the cost of the Navy. It
says: "As the return issued the other day
by the Admiralty of the expenditure of the
great naval Powers shows, we are paying
very little comparatively for the Navy. The
expenditure upon the seven great rival fleets
has in ten years gone up by 92 per
cent, while the outlay on the British fleet
is only about 13 per cent. more than it was
on the eve of the laying down of the
Dreadnought. By this one act, by this
change of battleship design, we throw upon
other Powers an immense liability. They
had to recast their naval organizations,
rebuild their docks, and, in the case of
Germany, incur an expenditure of between
£11,000,000 and £12,000,000 in enlarging
the Kiel Canal, an expense which, though
undertaken for naval purposes, is not
included in Germany's naval expenditure." Statistics
are quoted to show that the pres-
sure has been so great during the past eight
or nine years that cruiser construction
abroad has been almost at a standstill,
except in the case of Germany, who will
have on March 31st, 1915, 28 as compared
with Britain's 47, and that, therefore,
British commerce in all parts of the world
was "never so secure against attack as it is
to-day." Nevertheless it is urged that the
conditions being what they are, the fore-
casted programmes of the British Admiralty
for the next four years are transparently
inadequate for the Empire's needs. "Even if
reasonable provision is made for increasing
our battleship strength, adding, as we must
add, more cruisers and greatly augmenting
our flotillas of torpedo craft, the expenditure
upon the British fleet in future years will
not be out of proportion to the wealth
which it protects. . . . The average level-
headed citizen who contrasts our expendi-
ture with the size of the empire and its
population, the tonnage and distribution of
the mercantile marine, and the vast wealth
which the British people always have afloat
will conclude that the sum which we spend
upon the Navy, even if we ignore its rôle as
the primary protection against invasion,
is exceedingly modest." It may be impera-
tively necessary, but few of us can
regard it as "exceedingly modest," but
it is surely an anachronism in our boasted
civilization that it should be necessary for
the nations to be continually strengthening
instead of diminishing the system of terror-
ism by which they seek to maintain the
peace of the world, and the obligation rests
upon statesmen in every country to strive
to drive this lesson home.

The third officer of the *Kumang* has
lost a couple of pairs of boots, which he
values at \$15. Coal coolies are suspected
of having stolen them.

An organ recital at St. Andrew's
Church, Kowloon, is announced to be
given on Thursday by Mr. Donnan
Fuller, organist of St. John's Cathedral.

Yesterday was H.M. Queen Alexandra's
sixty-ninth birthday. The British war-
ships in the harbour were dressed in
honour of the occasion and a salute was
fired at noon.

The school which the Government has
decided to establish at the Peak is
advertised to open on January 5th. Until
a building is erected the school will be
held at the Peak Hotel. Mrs. Main will
be the headmistress.

Mr. Thomas Sammons, the United
States Consul-General at Yokohama, has
been chosen to succeed Dr. Amos Wilder
as Consul-General at Shanghai. Dr.
Wilder, who recently resigned, is shortly
leaving for Home to rejoin his family and
to seek restoration to health.

A Chinese cook, employed at No. 144,
Wellington Street, was carrying several
packages of cigarettes, valued at \$57,
along Kennedy Road when he was
accosted by five men. One of the number
snatched his bundle, and all of them then
decamped.

There were four fatal cases of plague
in the Colony last week. Five cases of
diphtheria were also reported, three being
English, one Scottish, and one Japanese,
and there were six cases of enteric fever,
three being Chinese, the other patients
being one French, one Indian and one
Norwegian (imported case.) Two of the
enteric cases proved fatal.

Sir John Jordan, British Minister in
Peking, and Lady Jordan returned to the
capital on Saturday. The 22nd ult.
President Yuan Shih-kai sent Admiral
Tsai Ting-kan to Tientsin to meet the
Minister and accompany him to Peking.
From Harbin to Peking at every station
where the train stopped military honours
were accorded to the Minister. At
Peking, Sir John was welcomed by the
Legation staff, representatives of the
Chinese Ministry of Foreign Affairs and
a guard of honour from the British
Legation.

Japan papers announce the death of
Mr. Richard Abbey, of Yokohama, in his
seventy-second year. Mr. Abbey arrived
in Yokohama in the early '70s, coming out
from England in company with Mr. W. B.
Mason to join the telegraph department
in the Japanese Post Office, in which
service he remained twelve years. He
was responsible for the installation of the
"Duplex" telegraphic system, and sent
the first message by the system between
Yokohama and Kobe. In recent years
Mr. Abbey has been associated with
his son, Mr. Tom Abbey, in the auctioneering
business of Jno. W. Hall. His death
resulted from cancer of the throat.

A KOWLOON HOUSING SCHEME.
AN IMPORTANT CO-OPERATIVE ENTERPRISE.

There was sold at auction at the Offices
of Public Works Department yesterday
a piece of Crown land measuring about
233,225 square feet, at Ho Man Tan,
Kowloon, on a 75 years lease, with the
option of renewal for a further 75 years.
The lot is situated between Waterloo
Road and Argyle Street Extension, and
is very near to Yau-mati railway station.
Mr. Colbourne Little, architect, was the
purchaser for a client, at \$18,615, the
upset price.

The client is Mr. F. P. de V. Soares
who is the promoter of a co-operative
building scheme. Plans have been pre-
pared by Mr. Little for converting this
site into a very attractive residential area
on the lines of a garden city. Forty-
six residents of various nationalities have
hooked sites on this land, on which they
will build their own residences. Many of
the houses will be detached, others will be
semi-detached, but each will have its own
little plot of ground. The levelling of
the site, preparatory to building, will be
begun without undue delay.

The whole scheme contemplates a total
outlay of about a quarter of a million
dollars, and when completed in accord-
ance with the design prepared by Mr.
Little we anticipate that it will make
such an appeal to a large section of the
European community as to ensure further
developments on similar lines.

ROBBERY AT THE CENTRAL
POLICE STATION.

A particularly audacious larceny was
accomplished by a thief during Saturday
night or Sunday morning at the Central
Police Station. The thief entered
the accountant's department, and stole
from a drawer \$6.53 in money, and also
the accountant's pipe. It is sup-
posed that the thief expected to find a
considerable amount of money in the
office, but he was evidently unaware of
the precautionary measures always taken
by the police in removing the cash to the
safe in the charge-room.

A Chinese cyclist ran down a boat boy
on Sunday, and, apparently fearing that
he had seriously injured the boy, and
that he would get into trouble over the
matter, left his machine on the ground
and bolted. The boy was only slightly
bruised, however. The police now have
the machine in their possession.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

**THE ANTI-GERMAN FEELING IN
ALSACE.**

JUDGES AND PUBLIC PROSECUTOR ARRESTED
BY SOLDIERS.

LONDON, December 1st.

Further details of the Zabern affair are
most astounding. After the flight of the
crowd, the troops arrested people indis-
criminately, the prisoners including two
Judges, the Public Prosecutor, and a
solicitor, just as they were leaving the
Court House. Most of the prisoners were
confined for the night in the barrack
cellars. In the morning they were
brought before the Magistrate, who
immediately released them, apparently on
the ground that arrests by the military
without the co-operation of the civil
authorities was illegal. The Chancellor
has ordered a strict enquiry to be made.

**THE INDIAN TROUBLE IN SOUTH
AFRICA.**

AN INTERESTING SUGGESTION.

LONDON, December 1st.

The *Morning Post*, in an article criti-
cally examining the demands for an
Imperial Government intervention on
behalf of the Indians, voiced by the *Daily
News*, Lord Amthill, and in other
quarters, shows that the consequence
would be that the Union Government
would resign like the Natal Government
of 1906. Mr. Smartt, having made it clear
that he would support Sir Louis Botha,
no other Government was obtainable.

The Imperial Government would be com-
pelled to take over the Government of
South Africa and risk a rebellion, or give
way as in 1906. To talk
of intervention was foolish; it was also
foolish to scold and abuse. The Colonial,
Imperial, and Indian Governments must
make the best terms they can by friendly
representations, but in view of the balance
of parties in South Africa, and the racial
feeling aroused by the Indians' methods of
agitation, there was little hope of obtain-
ing a really satisfactory settlement. The
Imperial Government might, however,
provide refuge for Indians refusing to
submit to conditions which they regard as
intolerable, by framing a colonization
scheme, say, in the Soudan, where mag-
nificent land, coming under irrigation,
urgently requires cultivators. A generous
scheme on such lines would both benefit
the Soudan and show the Indians that the
Imperial Government was still deeply
interested in their welfare.

**AMERICA'S NEW NAVAL
PROGRAMME.**

WASHINGTON, December 1st.

Mr. Daniels, the Secretary for the
Navy, recommends that the American
Naval programme for 1914 be two
Dreadnoughts, eight destroyers, and two
submarines.

The American Navy would soon use
125,000,000 gallons of oil fuel yearly. He
urged the acquisition of their own oil
wells, quoting from Mr. Winston Church-
ill's annual statement on the Navy when
he introduced his oil fuel scheme for the
British Navy.

RUSSIAN WARSHIP STRANDED.

SEVASTOPOL, December 1st.

The warship *Uralet* is stranded on a
reef midway between Kalta and Sevastop-
opol. Her position is critical, and there
is a heavy swell running. A cutter from
the gunboat *Kubanets*, in attempting to
assist the warship, capsized, and five
persons were drowned.

NEW PRUSSIAN BATTLE CRUISER.

DANZIG, December 1st.

The battle cruiser *Zetsov* has been
launched. The vessel has eight twelve-
inch guns and will be propelled by oil
fuel.

**FATAL TRAIN COLLISION IN
ITALY.**

ROME, December 1st.

The Rome and Naples express collided
with a goods train in the station at
Geccano owing to a pointsman's error.
Six third-class passengers and the points-
man were killed, and twenty persons were
injured.

[THROUGH REUTER'S AGENCY.]

NEW ZEALAND RIOT SEQUEL.

WELLINGTON (N.Z.), Dec. 1st.

Two of the strike rioters have been
sentenced to nine months.

ANOTHER JEWELLERY THEFT.

LONDON, December 1st.

The *Daily Mail* says that the police are
searching for a quantity of jewellery
belonging to Prince Arthur of Connaught,
reported as missing.

**TERRIBLE SHIPPING
DISASTER.**

ABOUT 250 LIVES LOST.

A terrible shipping disaster is reported
from Port Arthur. A small steamer
named the *Tak-ya* belonging to the China
Merchants Steam Navigation Co., and
employed on the coasting trade in the
vicinity of Chefoo and Port Arthur, struck
a sunken rock at Sam-to-wui, near Port
Arthur, and quickly foundered. The
number of passengers and crew on board
at the time is given as about 280, and of
these only about 30 were saved. The
Captain (a Norwegian) and some members
of the crew were picked up after they
had drifted about in a heavy sea for
eleven hours on a raft.

The passengers were probably mostly
coolies. There is a large movement of
coolies along the coast at this time of
the year, for thousands migrate from this
part of China to Vladivostok in the
Spring and return at the end of the year,
and the traffic furnishes business for
numbers of small steamers. The large
death roll is presumably to be accounted
for by the heavy seas prevailing and by
the coldness of the water, the temperature
at this time of the year being about
freezing point at Port Arthur.

**THE RECENT HARBOUR
COLLISION.**

THIRTEEN MORE BODIES RECOVERED.

The police have recovered the bodies of
ten male persons, two females, and an
infant from the Harbour waters on
Sunday. It is believed that these were
among the victims of the recent disastrous
collision in the Harbour between the
ferry launch *Wa Sany* and the Japanese
steamer *Sosho-maru*. This makes a total
of 18 bodies recovered since the disaster.

THE MAGISTRACY.

In answer to a charge of stealing
wooden boxes, a Chinese at the Magistracy
yesterday said:—"I took the boxes. I
have nothing more to say." He will
doubtless serve his seven days' imprison-
ment just as philosophically.

Mr. Wood told a complainant in an
assault case at the Magistracy yesterday,
a man named Otto Brutton, that he was
largely responsible for what had
happened. He would have to behave
himself. He had also to be thankful that
the rich coolies with whom he had a
row were not there to prosecute him.

Whilst a goldsmith was engaged in
counting money on the counter of his shop
in Queen's Road, a man suddenly dashed
up, grabbed \$100 in notes, and per-
formed the vanishing act with remarkable
celerity. The shopkeeper says that he can
recognise the man, and the police are
looking for him.

At the Magistracy a Chinese was
charged with the larceny of a carpenter's
brace from a hawker's stall in Reclama-
tion Street, Yau-mati. Apparently the
man went up to the hawker and asked him
the price of the tool. The hawker
asked \$1.80 for it, but the defendant
offered \$1.60. He took the brace up in his
hands to examine it, put 20 cents down on
the stall, and decamped. The hawker
promptly chased him, and caught him.
The defendant's demeanour in the dock
gave reasonable grounds for questioning
his sanity. He jumped up when his name
was called, leaned across the rail in an
indolent, familiar attitude, and showed
not the slightest perturbation as the
charge was read over to him. He was told
to stand up properly, and then he mechani-
cally dropped his hands into his trousers
pockets, and remained thus during the
hearing of the case. Mr. F. A. Hazeland
said he would remand the case for a week
in order that defendant might be
examined by a doctor, adding that he
would not convict him. The man was
escorted out of the Court, still with his
hands in his pockets.

FOOTBALL JOTTINGS.

The chapters in the story of Hongkong
civilian football are becoming a trifle
monotonous—even to the most forbearing.
Another leaf in this season's book of
records was turned over on Saturday,
and the men from the *Minotaur* blotted
it—rather luckily, it is true, but the stain
remains there nevertheless. The Clubmen
were the victims of heart-breaking mis-
fortunes time and again. They were from
beginning to end the better of two un-
inspiring combinations, but they could
only sigh after all was over for what
might have been. The last touch which
crowns the work of a united forward line
they could never obtain, and it was not
a little discouraging to see the leather
carried well into the sailors' preserves
time after time unfruitfully. There was
one goal, in fact, but this solitary ewe
lamb would, with a bit of what footballers
call luck, have been but one of a flock.

In several directions there was improve-
ment in the Club ranks. The attacking
party were welded together more firmly,
and collaborated as they have not done
for some little while, but the skillful
placing which sets a forward going
immediately at an advantage was con-
spicuously absent. No matter how
accurate may be the direction of a pass
from one forward to another, if the ball
goes head high the transfer is rendered
negatory, except in the case of Army
teams composed of "six-footers." Re-
peatedly, the Clubmen nullified their own
smart work by transferring to their
colleagues awkwardly, and at such an
altitude that nothing useful could be
accomplished through the pass. Then,
too, the right man didn't always get the
ball. There were occasions when the right
wing was plied with passes, while being
covered by two or three defenders, the
left wing at the same time standing
unmarked and with a clear field.

Of course, it is the special privilege of
the onlooker to criticize. He is in a
position to see what might be done, and
if he happens not to possess that sympathy
which a footballer himself should have
for a fellow-dabbler in the art, he is apt
to be harsh. The faults which are at the
root of the Club's ill-success, apart from
the matter of chance—which enters into
the question pretty substantially—might
be easily remedied, with a little care and
thoughtfulness, and that is my purpose
in pointing them out. Once the
Clubmen's feet have turned round the
corner of the long lane of misfortune
through which they have been groping,
and once they have thrown off the few
noticeable examples of inferior workman-
ship, we shall expect something from them
different from that to which we have been
accustomed of late.

There is talent enough and to
spare within the Colony, but it
is rather a pity that the players are all
of about average merit. There are not
eleven men whose individual capacity
thrushes them out above the many other
followers of the code. The difficulty of
selecting a representative team is not an
inconsiderable one. The claims of each
and every member have to be consulted
and respected, and consequently the com-
position of the team is continually alter-
ing. Better results would be obtained,
I am sure, if eleven men were played in
three or four consecutive matches, in
order that they may be given a reasonable
opportunity of adjusting their own play
to harmonize with the methods of their
confères.

The display of the Navy men was
frankly disappointing. They were
obviously out of practice, and were
wandering all over the ground for the
greater part of the game. The inside
forwards were clever enough in mid-field,
but they were dilatory. Hamilton and
Van Veen allowed them to dribble
round them a few times, but robbed them
ultimately every time. "Hammy the
Imperturbable" almost broke their hearts
by the persistence with which he hooked
the leather off their toes, and lobbed it
to the other end of the ground. Stalker
would have made their task even more
difficult, had he been on duty, but he
preferred to play cricket, and showed his
versatility by knocking the deliveries of
the Engineers' trundlers to all parts of
the field.

The Police are to be condoled with in
their grievous disappointment on Satur-
day. Their opponents in a Second
Division match, H.M.S. *Tamar* Reserves,
failed to make an appearance, and the
referee had to call the game off. The
Appetite of the Police forwards has been
whetted by their remarkable successes
during the past week or two, and they
were anticipating a nice little addition
to their bag. Naturally, they were dis-
appointed. Explanations will doubtless
be made in due course, but this is not the
first time this sort of thing has occurred
this season. It is to be hoped that the
negligent ones, whoever they may be, will
besit himself, for incidents such as these
are not pleasant.

GREEN AND WHITE.

ACTIONS AND REACTIONS
IN CHINA.

III.—EXTRATERRITORIALITY.

We have already seen that the very first Treaty concluded between China and a foreign Power contained the elements of extraterritoriality—the Treaty of Nerchinsk (1689) provided that if any one of either nationality committed acts of violence on the foreign side of the frontier, they were to be sent to their own side of the frontier and delivered to the officials of their own nationality, "who will inflict on them the death-penalty as the punishment for their crimes." There is a vast amount of difference between this limited extradition in capital cases and the complete immunity from the least degree of Chinese authority or jurisdiction that is now the privilege of every subject of every Treaty Power, yet, curiously, the early developments of the principle were all of a retrograde nature, and not even in the Treaty of Nanking was China's right to judge and punish foreigners according to her own laws or whims called into question.

The question of the extent to which China's jurisdiction over Europeans was to be admitted often cropped up in connection with the Portuguese occupation of Macao, and it was at last settled (for the time) by a convention concluded between the two countries in 1749 after China had overcome Portugal's opposition by the drastic expedient of cutting off all supplies from Macao. Article V. of this convention provided that in cases of homicide the Chinese official at Casa Branca (the official in charge of the barrier) should go to Macao and sit as coroner, and the evidence should then be transmitted to Canton for final judgment. In accordance with this, an Englishman who had killed a Chinese at Macao was, in 1773, tried by the Chinese officials and executed.

The causes which ultimately led to the Treaty provisions for the exclusion of foreigners from Chinese jurisdiction now seem so conspicuous, and the need for such exclusion so obvious, that it is almost difficult to believe that Europeans were content to rest so long in a position in which they were liable to become the victims of all the vagaries of the Chinese administration of law—to the impossibility of obtaining a fair trial when bribery and intrigue were a recognized part of the judicial system, when perjury was unchecked, when torture was always a possible incident, when legal advice was impossible to obtain, and when the whole issue of the case depended upon the arbitrary decision of an official who, if not positively ignorant, could not claim to have the least professional training that might aid him in estimating the weight of evidence and arriving at a correct conclusion from a mass of conflicting statements; most of which evils, it may be remarked, exist in the present day, notwithstanding all the boasted measures of reform. The necessity for exemption from Chinese law would have borne itself home more forcibly to the merchants frequenting Canton in the early days—but for the fact that they rarely if ever found themselves involved therewith, and so long as the disadvantage remained little more than academic, they naturally preferred not to run the risk of a stoppage of trade, a weapon to which the Chinese frequently resorted and which would certainly have been their reply to a demand for anything approaching extraterritoriality.

In the few serious criminal cases in which foreigners were involved as defendants, the persons concerned were almost invariably members of ships' crews. Even these cases were not numerous: Morse has compiled a list showing some dozen cases of homicide or wounding in the course of a century. In some of these (e.g., that of the American sailor, already quoted) the accused was handed over to the Chinese for trial and sentence; in others, the matter was compromised for a cash payment; while in one the Chinese agreed that, if the culprit were discovered, he should be tried and sentenced in accordance with the laws of England. In all there appear to have been four cases in which a European was executed by the Chinese authorities for what would, in English law, be regarded as accidental homicide or at the worst as manslaughter, but these four cases are sufficient to demonstrate the uncertain position in which Europeans stood in China until extraterritoriality was secured by the American Treaty of Wanghia. One of these cases has already been referred to; another that will illustrate the dangers even in those early days of submitting Europeans to Chinese jurisdiction, was that in which a Chinese was accidentally killed by a salute gun fired from a British ship. "The authorities demanded the surrender for trial of the man who had fired the gun, but were informed that it could not be definitely ascertained who

the man was. . . . In the end, the gunner was surrendered to the Chinese. There is no record of the nature of the trial accorded to him, and he was strangled on January 8th, 1785, under orders from Peking. Considering the dates, the order must have been sent in reply to the first reports on the occurrence, and not after any trial of the gunner." (*The International Relations of the Chinese Empire*, p. 102.)

The disadvantages of a state of affairs in which incidents of this sort were possible was apparent enough even in the "factory" days, when the number of Europeans in China was limited and they were subjected to a strict control, but with the Treaty of Nanking, and the opening of five ports to foreign residence, it became obvious that this state of affairs could not continue, for with the opening of the new ports and the influx of greater numbers of foreigners who were subject to none of the former guarantee requirements and restrictions on residence, there was bound to be a much greater risk of foreigners becoming involved in the meshes of the law, and the few cases that had occurred at Canton were a sufficient warning that the whole effect of opening the ports might be nullified unless accompanied by extraterritoriality. This was not provided for in the Treaty of Nanking, however; the first Treaty including it is that concluded by the United States at Wanghin, Article XXI, of which runs: "Citizens of the United States, who may commit any crime in China, shall be subject to be tried and punished only by the Consul, or other public functionary of the United States thereto authorized, according to the laws of the United States." This clause is the foundation of extraterritoriality as it is understood in China to-day, and though the authors may not have contemplated all the ramifications of the principle, these ramifications can all be shown to be the logical developments of the basic principle that foreigners were to be punished only in accordance with the laws of their own country administered by an official of their own nationality.

The validity of any law or regulation depends on the sanction attached to it—on the penalties that will follow breach of such law or regulation. As no punishment under Chinese Law could be inflicted on foreigners, it followed at once that all Chinese regulations of any kind whatever became dead letters so far as foreigners were concerned. Chinese Harbour Regulations are thus inoperative until they have been declared binding on their nationals by the Ministers of the Treaty Powers and until the Ministers have taken steps, in the shape of the issue of King's Regulations or other appropriate machinery, to give such regulations the force of national law. The same applies also to rules made not by the Chinese Government or Chinese officials, but by foreigners themselves for their self-government; e.g., the bye-laws of the Shanghai Municipal Council do not derive their validity *vis-à-vis* British subjects from their adoption by that Council, but from the fact that they have been ratified in the appropriate manner under the (British) Order-in-Council—i.e., they are valid *not quâ* bye-laws of the Shanghai Municipal Council, but as a part of the King's Regulation in which they are incorporated. The frequency with which the Chinese issue regulations, even though they are often of a trivial and even innocuous character, which they fondly hope will be effective as against foreigners, justifies the laying of some emphasis on this point: a dog muzzling order, for instance, will be ineffective so far as British subjects were concerned unless, and until there had been issued some regulation, having the force of British law, ordering such muzzling. Chinese regulations are operative for British subjects only in so far as they have been incorporated into some King's Regulation or similar instrument.

It is especially in connection with municipal taxation that China often tries to overstep the bounds of extraterritoriality, but here again the same reasoning is proof against her subtlest sophistries. The levying of a municipal rate is futile without the power to enforce payment, and such power can be derived only from a corresponding power to inflict punishment for non-payment, and it is at this point that Young China's fine arguments, based on the idea that the privileges conferred by extraterritoriality must be construed as strictly and narrowly as possible, come to grief—though it may often be proved to perfection that foreigners ought to pay municipal taxes in Chinese towns on the same footing as their Chinese neighbours, the fact remains that (save perhaps in one or two special cases where King's Regulations have been issued) neither the Chinese officials nor their own Consuls possess the power to make them pay. (It is interesting to note in passing the strict view on this subject that was held

by a Chinese official of British nationality who was resident in London. When rates were demanded from Sir Halford Macartney, Concoiler of the Chinese Legation, for his house in Harley Place, he at first refused to pay, claiming exemption as a member of the *corps diplomatique*. Finally, when threatened with distraint, he paid under protest, and immediately commenced an action in the High Court for the recovery of the sum; and when judgment was delivered it was entirely in his favour. This incident is especially instructive now in view of the efforts that the Chinese Government is said to be making to prove that its much talked of Stamp Duties are enforceable as against foreigners.)

It is especially in the case of the so-called "voluntarily opened" ports (Santu, Chingwantao, Woosung) that these attempts have been made. Thus, when Santu was first opened (May 8th, 1895), it was announced that in addition to the regular import and export duties, "wharfage dues, at the rate of 2 per cent. of the Customs duties, import and export, will be collected for municipal purposes," the view held by the Imperial Maritime Customs being that "Santu being voluntarily opened to trade by China, the Chinese Government are free to impose any conditions they please, irrespective of Treaty, and it is proposed to vest in a Chinese official and the Commissioner the control of the new port, to the exclusion of the Consuls of the Treaty Powers." (China No. 1, 1900, No. 243.) A protest was of course made to the Tsungli Yamen, and it was pointed out that this extra toll could not be collected without the consent of the *corps diplomatique*. Apart from this protest even, China must have discovered, as soon as it became necessary, to punish, say, a British subject for non-payment of this due, that whatever she might propose, it was the Treaty Powers who disposed.

Without tracing at full length the ramifications of extraterritoriality, enough has been said to show how it has expanded from the crude outline laid down in the Treaty of Wanghia until it protects completely the nationals of the Treaty Powers from all interference from any outside source, including the International Municipal Councils, the foreign-controlled Maritime Customs, and even, as was exemplified in 1898 at Ningpo, from themselves. (In the Ningpo case, the representatives of the British community wished to raise a levy from the community for Municipal purposes, but were without power to give effect to their own wishes until they were embodied in a Queen's Regulation.)

It has also to be pointed out that though this highly developed form of extraterritoriality is the most highly cherished right of foreigners resident in China, and is in the vast majority of cases of real advantage, it is not altogether an unmixed blessing, and, especially in commercial matters, sometimes introduces irritating complications. The disadvantages consequent on extraterritoriality more rarely manifest themselves in the sphere of the criminal law, yet even here they occasionally appear, and that they remain at a minimum is largely due to the superior status of the average foreigner in China. One or two cases have occurred, however, in which the existence of extraterritoriality has made it difficult to deal with a recognized evil.

The incident of the "Alhambra" gaming house at Shanghai is a case in point. Of this the author of *China As It Really Is* says:—"Being outside the settlement, the house did not come under the municipal bye-laws. It was, however, kept by a foreigner, against whom proceedings could be taken. The difficulties experienced in establishing the ownership, then the nationality of the owner, and then convincing the Consul concerned of the undesirability of the establishment, were extraordinary; just as the way had been smoothed, the ownership would pass, and the whole trouble would recommence. Eventually all the Consuls gave a blank order against the establishment, the municipal road leading to it was blocked, and, finally, the place was raided by the municipal police and the roulette wheel destroyed."

Another instance of the same sort occurred at Shanghai this year. A raid by the municipal police resulted in the arrest of a couple of dozen frequenters of a cock-fighting establishment. The prisoners were of half-a-dozen nationalities, and each was, in the ordinary course of events, tried in his own national court, one or two subjects of non-Treaty Powers being dealt with at the Mixed Court. The result was that, for the same offence, they received widely varying punishments, while in the case of one nationality it was held that cock-fighting was sanctioned by the customs of the country and accordingly no penalty was inflicted.

(To be Continued.)

THE PRICE OF SILVER AND
CHINA'S TRADE.

The writer of the financial notes in the *N. O. Daily News* says:—
The unexpected and sensational drop in silver during the past ten days has disorganized business somewhat, especially as at present the business barometer is so delicate that even a very slight change in conditions affects it. The disabilities from which the import trade is suffering are already numerous: if to this be added, at this stage, a big fall in exchange the result would be almost disaster. The fall in exchange has, however, been slightly checked at the close; and although this does not mean much materially as yet, it is an indication that the chances are towards betterment.

At one time China was the weak factor in the silver market, mainly on account of the heavy stock of silver in the banks and the dullness of trade. But even the weakness thus caused is nothing compared to that brought about by the failures in Bombay. The magnitude of the latter crisis in Bombay was at first very much underestimated. But a combination of circumstances, such as the slump in the piece goods trade, the heavy fall in the price of pearls, the large rise in American cotton, and above all the heavy speculation consequent upon two years of prosperous trade, and the inevitable reaction, made the position serious indeed.

It is evident that, ever since the first bank failure, enormous efforts have been made to minimize the crisis. But speculation had been so general that such efforts were fruitless, in face of the number of unexpected events. The speculative group had large holdings of silver, both spot and forward, and had to sell out at any price. Hence prices have been coming down with a run, until two days ago. Provisionally the Government of India had bought a large amount from the group, or else the crisis would have been still more serious.

In China the position is improving. With confidence in the Government's ability to keep down the forces of disorder improving the Chinese are beginning to withdraw their deposits from the foreign banks; and the latter's stocks of silver are being reduced, although as yet not fast enough. Exports are an unconscionably long time in coming. Still although they are delayed, and are bound to be less on account of this delay, of drought and rebellion, exports must come at last.

Of course the strength in the silver market is nowhere near what it was expected to be, or what it might have been but for the financial crisis in India. Still, we have the reduced output in Mexico and the Chinese exports to reckon upon for the next few weeks. And the rehabilitation of the Indian Specie Bank's credit cannot fail to make its influence felt on the price of silver—at least until the bank's holdings, cash and forward, are disposed of. The large stock of silver locally will certainly act as a drag. However, the position is rather in favour of high exchange in the near future than otherwise.

TSAR'S NEW HOPE.

INTERESTING ANNOUNCEMENT FROM ST. PETERSBURG.

The rumours concerning the health of the Tsar's only son lend additional interest to the news, which, it is stated, has just reached the British Court from St. Petersburg to the effect that an addition to the Imperial family may shortly be looked for.

For some months, says the *Gentlewoman*, the Tsaritsa has been living in retirement at her summer home in Livadia, where it is understood she will remain until the happy event has taken place.

How strong must be the ardent hope that the expected child may be a boy (says the *Daily News*) is incidentally shown by an article on the Romanoff Dynasty which appears in a copy of *Free Russia*, that recently reached England. "Wanted: an heir to save the dynasty!" is the cry. The article proceeds:—
The young Alexis (the Tsarevitch, who is aged nine), suffering from an incurable disease—tuberculosis of the bones, it is said—can only be kept alive, the doctors say, for a few months longer."

THE ABOLITION OF LIKIN.

During a recent meeting of the Cabinet Premier Hsing introduced a bill for discussion with regard to the abolition of the Likin throughout the Republic in exchange for an increase of the Customs duty. The bill was passed by the Cabinet Ministers, who have now wired to the various Provinces asking for the final opinions of the Tutuhs and Chief Civil Administrators, while at the same time both the Waichiaoou and the Shuiwuchu have been instructed by the Government to open negotiations with the Treaty Powers of China with a view to put the matter into effect as soon as possible. There are still some Provinces grumbling about the abolition of the Likin on the ground that as the Customs duties are in the hands of foreigners they cannot use them as they please; also their subordinates will lose many lucrative posts in their Provinces. It is said that after the abolition of the Likin, the Government has promised to subsidize some of the poorer Provinces which depend upon the Likin receipts for meeting their administrative expenditures. (*Peking Gazette*.)

OIL ON TROUBLED WATERS.

Sir Edwin Ray Lankester, in a letter to the *Daily Telegraph*, on the scientific aspects of throwing oil on a stormy sea, attacks the British Government for permitting passenger ships to go to sea without an apparatus for this purpose, neglecting in this manner, he says, one of the simplest precautions for the safety of passengers.

SALT REVENUE PROSPECTS.

INTERVIEW WITH CHANG HU.

PEKING, November 25th.
A representative of the *Peking Gazette* has interviewed Chang Hu, who stated that during the Revolution the Salt Revenue dwindled to \$6,000,000 from \$40,000,000. Chang Hu recently devoted himself to the reorganization of this revenue, the outlook of which is promising.

He recently informed the Russian Minister that the income for 1912 would be \$10,000,000. The Minister refused to believe it. But \$3,000,000 had been collected by the end of October and therefore the revenue will exceed \$10,000,000 by the end of the year. The Szechuan Salt Administration flourished throughout the revolution, but its receipts are not included. The new system has only been in operation in Liangshui district for two months. He writes:—There are confident that they will be able to bring the receipts to \$40,000,000 without reorganization, and that with it this amount will be greatly exceeded.

Chang Hu concluded by saying that he found Sir Richard Dane a man of great ability, that his advice was very valuable and co-operation with him very happy, and that there was no doubt that he, Sir Richard Dane, would successfully introduce effective reforms. (*Reuter*.)

THE "RASCALS" OF SHANGHAI.

NOVEL RUSE TO DECEIVE PASSENGERS.

A writer in the *Union* has something interesting to say regarding the roguesy practised upon passengers by a certain set of astute rogues. He writes:—There are rascals in Shanghai as there are elsewhere, but we fancy the local product takes the cake. Our readers probably know that a Chinese Society makes its business to stop kidnapping and has agents who visit the steamers and wharves for the purpose of finding out people who have stolen children. Now this has been taken advantage of by rogues, who, on visiting a steamer a few hours before it is leaving, fossick about till they get hold of somebody with a family. Then they accost the father or mother and tell them they know the children have been stolen and that the Police will be informed. This, of course, frightens the parents, who do not want to lose their passages, so some money passes and the rascals go away richer than when they went on board. There is another thing, also, a money-making business for another set of rascals. They watch when steamers arrive and as the Chinese passengers land and get out on the street they meet them and compel them to accept their services, in providing jinrickshas, wheelbarrows or carriages, and they thus make a nice little income this way, for the Chinese are so stupid or timid that they submit without making any attempt at resisting the imposition.

THE JAPANESE EMPEROR'S
CORONATION.

Prince Fushimi, senior, has been appointed Honorary President of the Committee that will make arrangements for the coronation of the Emperor of Japan next year, and Mr. Hara, Minister for Home Affairs, has been appointed President. At a meeting of the committee, the Premier, Count Yamamoto, explained two ceremonies which will be observed on the occasion of the coronation. One ceremony will be the official announcement by the Emperor to the spirits of his ancestors and to the people of his accession to the throne. The other will be the celebration by the Emperor of his formal accession to the throne in honour of the gods of heaven and of earth. Although it is necessary that these ceremonies should be carried out in accordance with the regulations, and in a style befitting the standing of the country, nevertheless the Premier expressed the earnest hope that the committee would bear in mind the principle of economy which the Emperor ever desired to observe. (*Japan Chronicle*.)

SAVAGERY AT NANKING.

SOLDIERS EAT MAN'S HEART.

It has just transpired that Dai Chi-di, one of the leaders of the Rebellion under Ho Hai-ming, was executed a week ago at the Men Tung near the Confucian Temple at Nanking. After the rebel was shot his body was opened and the heart removed and cooked, according to the custom made popular by Djau Hsien-shung, of the Ming Dynasty, being then cut in pieces which were distributed among the soldiers who performed the execution.

CHANG HSUN'S BIRTHDAY.

PRESIDENT'S COMPLIMENT.

November 21st was General Chang Hsun's sixtieth birthday. There was much celebration at Nanking, including a reception at the Yamen, in his honour. One of President Yuan Shih-kai's sons was present as a special representative of the Government and presented the President's compliments.

NEW VOLUNTEER KIT.

The *Pioneer* says:—The orders recently issued by the Officer Commanding the Allahabad Volunteer Rifles are interesting. We simply dare not comment on the new dress, but we mean to be present at the first battalion parade. 471. Dress Officers. "In accordance with the Indian Army Orders just received, officers will no longer wear white collars and black ties on parade. Khaki shirts and ties only will be worn." This seems clear enough, but seemingly to obviate any misunderstanding Battalion Order 472 adds:—"Company officers will no longer wear breeches and gaiters." This is probably the first step to convert the Allahabad Corps into Kilites.

A Chinese who had arrived in the Colony by the *Shingo Maru* was arrested in the West Point district with 150 rounds of ammunition on him. At the Magistrate's yesterday he was fined at the rate of a dollar a round.

INTIMATIONS

RED RASH ON FACE
ITCHED AND BURNED

Face Covered With White-headed Pimples. Caused Much Pain. Used Cuticura Soap and Ointment. Within Few Days Face Clear.

22, Midway St., Plymouth, Eng.—"The first sign of my skin trouble was a lot of red rash which came out on my face and at night would itch and burn, and I was bound to scratch the places, and after a little while my face was covered with white-headed pimples which caused me much pain at night. This lasted two or three months. All this time I had been trying different remedies which did not take much effect and so I thought I would try some Cuticura Soap and Ointment which I did and after a few weeks nearly all the pimples were gone, the burning and itching was stopped, and within a few days my face was clear. I still use Cuticura Soap and have not had any signs of any more pimples yet, and I give all the praise to Cuticura." (Signed) F. Winstanley, Apr. 10, 1912.

Cuticura Soap is best for skin and hair because of its extreme purity, delicate yet effective emollient properties and refreshing fragrance. It wears to a wafer and gives comfort and satisfaction every moment of its use, for toilet, bath and surgery. Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest druggist: F. Newbery & Sons, 27, Charterhouse St., London; L. Towns & Co., Sydney, N. S. W.; L. L. L. Co., Cape Town; Muller, Madras & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-20]

MAPPIN & WEBB,
LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS.)

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUTP
& CO.,

ALEXANDRA BUILDINGS,

CHATEL ROAD

[41]

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864.)

THE OLDEST FIRM OF WINE AND
SPIRIT MERCHANTS IN THE
EAST.

CHAMPAGNES.

SHERRIES.

MADEIRAS.

MARSALAS.

PORTS.

CLARETS.

BURGUNDIES.

HOCKS.

MOSELES.

WHITE WINES.

&c. &c.

[2]

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.
Telegraphic Address: "Pezan."
Cables: A.B.C. 6th Ed., Lieber's.

NEW ADVERTISEMENTS

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held on THURSDAY, the 4th December, 1913, at 12.15 o'clock p.m. at 4, Queen's Buildings, Victoria, Hongkong, for the purpose of considering and if thought fit confirming the subjoined Resolution passed at the Extraordinary Meeting held on 15th November, as an Extraordinary Resolution:

"It is resolved that the Capital of the Company be reduced from \$150,000 to \$80,000 by reducing the par value of the Shares from \$10 to \$8 each."

BRADLEY & Co., LTD.,
General Managers.
Hongkong, 2nd December, 1913. [1389]

ST. ANDREW'S CHURCH, KOWLOON.

ORGAN RECITAL.

By MR. DENMAN FULLER, F.R.C.O., L.R.A.M., on THURSDAY, December 4th, at 9.15 p.m.
Hongkong, 2nd December, 1913. [1388]

THE PEAK SCHOOL.

THIS SCHOOL will be OPENED at the PEAK HOTEL on MONDAY, January 5th, 1914, at 9 o'clock.
Application for admission should be made as early as possible to the Undersigned.

M. E. MAIN,
Head-Mistress,
Kowloon School.
Hongkong, 1st December, 1913. [1387]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 2nd December, 1913. [1388]

S.S. "TINGSANG."

TENDERS are invited for the purchase of the wreck of the above Steamer with all her Gear and Appurtenances, as she lies in the Heitan Straits.

For full particulars apply to the Undersigned.
GILMAN & Co.,
Lloyd's Agents.
8, Des Voeux Road Central.
Hongkong, 2nd December, 1913. [1380]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

Captain B. Lashie, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 8th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., General Agents.

Hongkong, 1st December, 1913. [1391]

SWEDISH EAST ASIATIC CO. LTD. GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 9.30 A.M.

All Claims must reach us before the 12th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

ARTHUR NILSSON & Co.,
Agents.
Hongkong, 1-4 December, 1913. [140]

NEW ADVERTISEMENTS



GOVERNMENT BILLS.

TENDERS for SPECIE BRITISH and MEXICAN DOLLARS, current in this Colony, in exchange for Sterling Bills drawn at 90 days' sight on the Lords Commissioners of His Majesty's Treasury, London, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (TUESDAY), the 2nd December, 1913.

The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bills will be issued for less than £100.

The Tenders to be in duplicate and in sealed covers addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

J. O'HARA, Colonel A.P.D.,
Treasury Chest Officer.
His Majesty's Treasury Office,
Hongkong, 1st December, 1913. [1395]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Far Eastern News.

Landing Articles—

The Tibetan Conference.

The Outlook in China.

China's Finances.

A "Third Revolution" Frustrated.

Railway Development in China.

Hongkong.

Ex-Officials and Local Directorships.

Disastrous Collision in the Harbour.

Correspondence—

Hongkong Hotel Co.

Wedding at the Cathedral.

The Siberian Mail.

Valuable Seizure of Opium.

The Hongkong Chess Club.

The Command of the German Squadron.

British Destroyers on the China Station.

The Military Camp in the New Territory.

St. Andrew's Hall.

St. Andrew's New Hall, Kowloon.

Affairs at the Silk Temple.

The Ministering Children's League.

Annual Fire Brigade Display.

Inquest on a Police Constable.

The Causeway Bay Murder.

Big Hauls of Arms and Ammunition.

The Hongkong Licensing Board.

Swatow.

Company Manager and Newspaper.

The New Premier of China.

Marksmen's Fads.

Seizure of Arms.

A Loan to Szechuan.

The Wreck of the "Tingsang."

China's President.

President and Parliament.

Hongkong Appointments.

China's Expenditure.

Suppression of Poppy.

China Association.

The Superior Chinese.

Canton Christian College.

The Philippines Carnival.

Russia and Eastern Siberia.

A Familiar Story.

An Affray Among Legation Guards.

Actions and Reactions in China.

"The Western Educated Chinese Student."

Wuchang and Peking.

Supreme Court.

Consumption Campaign at Shanghai.

Appointments.

Telegrams.

Dr. Sun's Railway Office at Shanghai.

Local Sport.

Marriage at Sea.

The Golf Championship.

Chinese Methods.

The New Tariff Act of the United States.

Canton Notes.

The Imperial Obsequies.

Observatories for China.

Torture in a Chinese Prison.

Suffrage Movement Suppressed in China.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from this Office at addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 2nd December, 1913.



SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every Domestic Building or part of such Building within the CENTRAL Division of the City of Victoria, and the WESTERN Division of Kowloon, occupied by Members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of December and January.

N.B.—The word "throughout" used in this Notice means that the Houses should be Lime-washed in respect of all the Walls of each Room, all Cabinets, Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its Containing Walls Lime-washed up to the level of the First Floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The CENTRAL Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West.

Kowloon is divided into the Eastern and Western Divisions by Nathan Road and a straight line drawn from the North thereof through the Yaumati service reservoir to the Northern Boundary of Kowloon.

Dated this 1st day of December, 1913.

W. ROWEN-BOWLANDS,
Secretary.

[1381]

INTIMATIONS

LANE, CRAWFORD & Co.

NOW SHOWING

A NEW SELECTION

OF

EIDER DOWN QUILTS.

IN

SATIN

AND

SATEEN COVERINGS.

ARTISTIC DESIGNS. ALL SIZES.

MODERATE PRICES.

LANE, CRAWFORD & Co.

BECK & CO., BREMEN.

KAISER BREWERY.

BECK'S BEER,

KEY BRAND.

\$16.00

PER CASE OF 6 DOZ. PINTS.

" " " 4 " QUARTS.

HONGKONG AGENTS:

MACEWEN, FRICKEL & Co.

INTERCHANGEABLE RETURN

TICKETS ISSUED BY

TRANS-PACIFIC MAIL LINES.

IT IS HEREBY NOTIFIED THAT TICKETS ISSUED

BY ANY ONE OF THE UNDERMENTIONED STEAMSHIP LINES

FOR ROUND TRIP PASSAGE BETWEEN HONGKONG, SHANGHAI AND

JAPAN PORTS OF CALL AND POINTS IN CANADA AND THE UNITED

STATES WILL BE GOOD FOR PASSAGE IN THE RETURN DIRECTION

BY THE STEAMERS OF EITHER OF THE OTHER COMPANIES, THUS

TICKETS SOLD FOR RETURN FROM VANCOUVER WILL BE HONORED

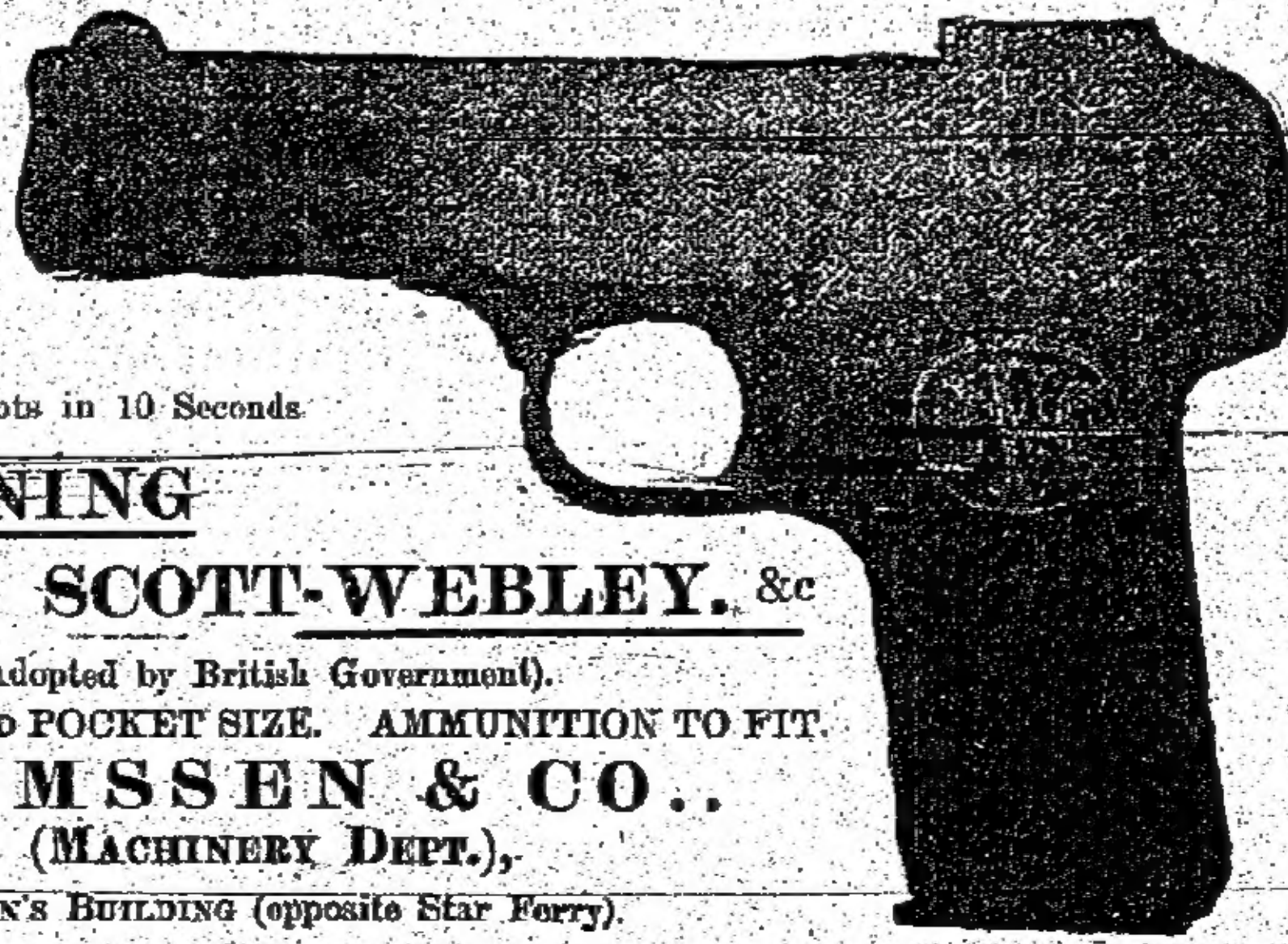
FOR RETURN FROM SAN FRANCISCO, AND VICE VERSA.

PACIFIC MAIL S.S. CO.

CANADIAN PACIFIC ROYAL MAIL S.S. LINE.

TOYO KISEN KAISHA.

AUTOMATIC PISTOLS.



8 Shots in 10 Seconds

BROWNING

SCOTT-WEBLEY, & Co.

(Adopted by British Government.)

ORDINARY AND POCKET SIZE. AMMUNITION TO FIT.

SIEMSEN & CO.

(MACHINERY DEPT.)

QUEEN'S BUILDING (opposite Star Ferry).

PUBLIC COMPANIES

HONGKONG AND SOUTH CHINA STEAM FISHERIES CO., LTD.

NOTICE IS HEREBY GIVEN that CERTIFICATE No. 272, dated Hongkong, 21st March, 1911, for 50 Shares numbered 07985 to 08045 inclusive, Registered in the name of LAM HON KWAN, has been LOST or STOLEN, and should this Certificate not be produced to the General Managers before the 15th December, 1913, a New Certificate for the Shares will be issued and the aforesaid Certificate No. 272 will be thereafter treated by this Company as Null and Void.

BRADLEY & Co., LTD.,
General Managers.
Hongkong, 21st November, 1913. [1383]

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATES for Thirty (30) Shares Numbered 22671 to 22695 and 51195 to 51170 inclusive, standing in the Register in the name of TANG YIK of Hongkong; and Share Certificates for Thirty (30) Shares Numbered 22695 to 22720 and 51171 to 51175 inclusive, standing in the Register in the name of TANG MAN, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that, unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 27th December, 1913, New Certificates for the said Shares will be issued, and the old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 27th November, 1913. [1375]

NOTICES OF FIRMS

NOTICE.

WE HAVE from this date handed over our Wine and Spirit Department to Messrs. MACEWEN, FRICKEL & Co., to whom we recommend our patrons to apply for future supplies.

THE FRENCH STORE.
Hongkong, 1st November, 1913. [1283]

NOTICE.

WE HAVE purchased the stock of Wines carried by THE FRENCH STORE and will be pleased to receive enquiries for these High-Class Goods.

MACEWEN, FRICKEL & Co.
Hongkong, 1st November, 1913. [1284]

INTIMATIONS

WANTED.

IN Good Locality, TWO NICELY FURNISHED ROOMS, with Bathroom attached. Use of Kitchen and accommodation for Servants Essential.

Apply—
"BENEDICT" Office,
Care of "Daily Press" Office.
Hongkong, 20th November, 1913. [1345]

WEI HAI WEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced qualified teachers for entrance to schools in England, or for commercial life in the East. School-houses by the sea. Recreations:—See bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.

[1343]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Raiton & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 26th July, 1913. [307]

WE are now making a preliminary display of

TOYS

FOR CHRISTMAS.

Come and inspect our Beautiful

DOLLS.

GRACA & Co.

PEPPER ST. (Hongkong Hotel Building),
Hongkong, 25th October, 1913. [1153]

TO LET

TO BE LET.

From 1st January, 1914.

No. 1 to 5, "AIMAI VILLAS," adjoining "OLDSELOE" Kimberley Road, Kowloon.

Apply to—
FATELL & Co.,
79, Wyndham Street, or
A. Abdoolahim, Architect,
34, Queen's Road Central.
Hongkong, 26th November, 1913. [1372]

TO LET.

GODOWN, 94, Wanchai Road.

No. 153, PRAYA EAST.

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st December, 1913. [65]

AUCTIONS



PUBLIC AUCTION.

THE Undersigned, favoured with instructions from H.M. NAVAL STORE OFFICER, will sell by Public Auction,

WEDNESDAY,

10TH DECEMBER, 1913, AT 11 A.M.,

ON BOARD,

H.M.S. "HANDY"

AND

H.M.S. "JANUS"

as they now lie in H.M. Naval Yard.

To be sold for the purpose of breaking up.

Full particulars, Conditions of sale and inspecting orders may be had from the Auctioneers from 9 A.M. 8th December.

HUGHES & HOUGH,

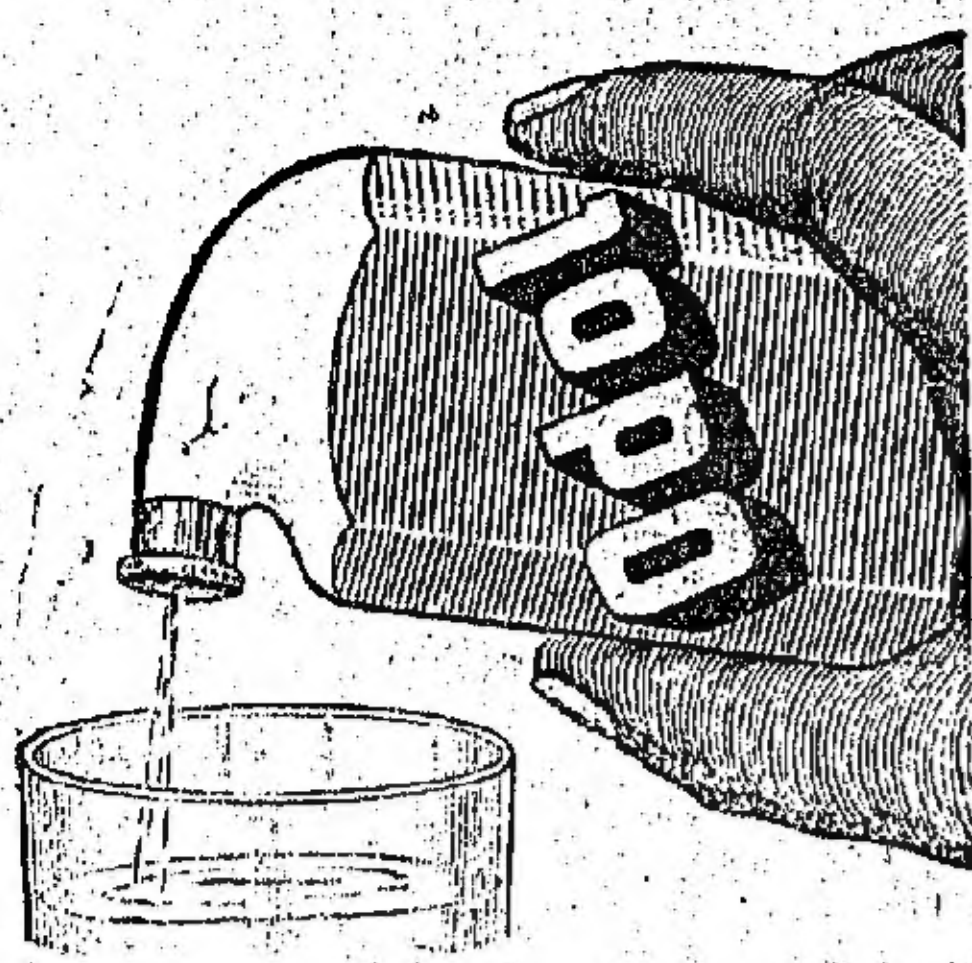
By Appointment Auctioneers to the Admiralty.

Hongkong, 1st December, 1913. [1382]

TO LET

TO LET.

SHOP, No. 12, Queen's



The regular use of Odol is an absolute boon to the mouth and teeth. The processes of decomposition in the mouth, which produce all dental troubles, are immediately arrested, and after each rinsing with Odol an exhilarating sense of freshness in the mouth is felt.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 15th November, at 9 p.m., and may be expected here on or about the 8th December.

The E. & A. str. *Eastern*, from Sydney, etc., left Port Darwin (via Manila), for this port on the 1st December, and may be expected to arrive here on or about 13th December.

The N.Y.K. str. *Tango Maru* (Australasian Line) left Sydney for this port via ports on the 20th November, and is expected here on the 15th December, a.m.

THE ENGLISH MAIL.

The P. & O. str. *Delta* left Singapore for this port on the 30th November, at 8 a.m., with the outward English mails, and is due here on the 5th December, at about 7 a.m.

MERCHANT STEAMERS.

The N.Y.K. str. *Tottori Maru* (European Line) left Singapore for this port on the 25th November, and is expected here on the 2nd December, a.m.

The H.A.L. str. *Enden* left Singapore on the 27th November, a.m., and may be expected here on or about the 2nd December, p.m.

The H.A.L. str. *Segovia* left Shanghai on the 29th November, a.m., and may be expected here on or about the 2nd December, p.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left Colombo for this port via Singapore on the 20th November, and is expected here on the 3rd December.

The Ben Line str. *Bendloch*, from Leith, Middlesbrough, and London, left Singapore for this port on the 23rd November, and may be expected to arrive here on or about 5th December.

The N.Y.K. str. *Kawachi Maru* (Bom-bay Line) left Bombay for this port via Singapore on the 18th November, and is expected here on the 6th December.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 18th November, and is expected here on the 7th December.

The N.Y.K. str. *Miyagi Maru* (European Line) left London for this port via ports on the 8th November, and is expected here on the 17th December.

The Swedish East Asiatic Co.'s str. *Ceylon* left Port Said on the 21st November, and is expected to arrive here on or about the 17th December.

The N.Y.K. str. *Kisano Maru* (European Line) left London for this port via ports on the 22nd November, and is expected here on the 31st December.

The American and Manchurian Line str. *Kandahar* left New York on the 25th October, and is due here on or about the 15th December.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Esang, from Weihaiwei, is due in Hongkong 3rd December.

Chunyang, from Surabaya, is due in Hongkong 4th December.

Wingsang, from Shanghai, is due in Hongkong 5th December.

SHIRE LINE, LIMITED.

Marionethshire, from London, is due in Hongkong 15th December.

Solvetra, from Seattle, is due in Hongkong 11th December.

Monadnock, from Seattle, is due in Hongkong 11th December.

Montcalm, from Seattle, is due in Hongkong 27th December.

Dea of Glamis, from Seattle, is due in Hongkong 28th December.

PASSED THE CANAL.

October 17th—*Benvenie*, *Furst Bulow*.

October 24th—*Calech*, *Annam*, *York*, *Bradgate*.

October 31st—*Agamemnon*, *Perseus*.

November 4th—*Beneluch*, *Canton*, *China*, *Africa*, *Goldenfels*.

November 7th—*Ping Suey*, *Polynesia*, *Satsuma*, *Baron Balfour*.

November 11th—*Hitachi Maru*, *Keemun*.

November 14th—*Indien*, *Nile*, *Alghan*, *Prince*.

November 18th—*Benlawers*, *Borneo*, *China*, *Gazee*, *Liberia*, *Sachsen*, *Merionethshire*.

November 21st—*Bulow*, *Ceylon*, *Der-Minger*, *Silesta*, *Paul Leat*.

November 25th—*Lennox*, *Miyasaki*, *Maru*, *Monmouthshire*, *Ningchow*, *Oanfa*, *Syria*, *Radnorshire*.

November 28th—*Austria*, *Benvorlich*, *Peleus*, *Ellen*, *Rickmers*, *Idomeneus*, *Thesus*, *Atlantique*, *Nankin*.

NEW BUILDINGS IN SHANGHAI.

A SKYSCRAPER FOR THE UNION INSURANCE SOCIETY.

The N.C. Daily News of the 26th ult. publishes an illustration and full description of the handsome new offices which are being built in Shanghai for the Union Insurance Society. Our contemporary says:—

The present year has seen a start in the construction of many notable buildings in Shanghai. Of these one or two are now nearing completion, but in the case of others it will probably be fully another year before they arrive at such a stage, and perhaps the latter are the more interesting to the general public. Of late years much has been done in adding to the dignity of The Bund by the erection of handsome buildings fronting it, and while the structural alterations in progress in the Settlement are by no means confined to the river frontage, it is really there that their full glory is in evidence.

In course of time the different buildings will be dealt with in these columns, and the present article is devoted to the new offices and structure of the Union Insurance Society of Canton, which some time ago acquired the property at the corner of The Bund and Canton Road, just north of the Shanghai Club. The present interest in the work arises largely from the fact that the type of construction constitutes an innovation locally, and it is only natural that much attention should have been given to it of late weeks. Much has been written from time to time about the skyscrapers of New York, and more recently about the new Worlworth building with its fifty-five storeys and total height of 735 ft., so that it is worthy of note that the same type of construction, viz., skeleton steel framework, is making its appearance here, although the Union building will be of very modest dimensions compared with many of the gigantic New York structures.

The building now in course of construction, which has been designed by Messrs. Palmer & Turner, will rank as one of the tallest buildings in the Settlement. It will have a frontage of about 100 ft. to The Bund and about 200 ft. to Canton Road; it will be six storeys in height, that is, about 105 ft., with a tower at the junction of the two roads 150 ft. in height.

THE AGE OF MARRIAGE IN JAPAN.

At what age do most of the Japanese marry? The Civil Code sanctions men and women marrying at 17 and 15 respectively. According to statistics filed by the Department of Home Affairs, there are about 200 girls who marry at the age of 15 every year, 7,000 at 16, and the number suddenly increases to nearly 40,000 at the age of 20. Looking over the statistics of 1910, there are 47,536 girls marrying at 21 years old, and 45,221 girls at 22. From 22 years the number declines, and it may be safely asserted that the majority of girls marry at the age of 21.

As to men, in the same statistics, there are about 20 or 30 who married at the age of 15; and about 4,000 at 17, the legal age. The largest number is 36,401 at 20, and from 25 the number becomes less each year. It may safely be said, therefore, that most men marry at 25.

It is to be noticed that while the average age of marriage for girls increases by leaping up to the age of 21, and decreases with equal rapidity, thereafter the rate for men marrying does not show any similar tendency in either direction. Against the 15,000 men marrying at 30 or thereabouts there are only 8,000 women who marry at about the same period. At the 40th year period there are 3,700 men against 1,000; at the 50th year period 1,200 men and 400 women, and at the 60th year period 450 men and 120 women.

The law, while it fixes the legal marriage age of men and women, does not limit the final age legal to marry. In the said statistic, in 1910 95 men and 13 women married at the age of 60, 99 men and 20 women at 65, and 163 men and 27 women at the age of 67, 51 years after they had seen their days of "sweet sixteen." We may infer from these facts that man can never get rid of the marrying propensity till he is dead.—*Japan Mail*.

SECOND-CLASS LINERS.

FOUR AMERICAN SHIPS ABANDON SALOON PASSENGERS.

Four well-known American liners, the *St. Louis*, *St. Paul*, *New York*, and *Philadelphia*, in their time amongst the crack boats on the Western ocean, will no longer carry saloon passengers. By the official decree of the company they were to be relegated to the position of "second-class boats" after November 8th. These four liners were once the pride of the United States, and were the first Atlantic liners ever turned out from the other side. They were built at Philadelphia eighteen years ago, and have a tonnage of 10,000. The great advances in size and speed of the modern liners has caused travellers to look with less favour upon these "second-class boats." The reason for the fall from grace of the four liners was explained to a Press representative by an official of the American Line.

"It will really pay us better," he said, "to run these boats with only two classes of passengers—second and third—than to have the whole of their first-class space empty. Saloon passengers nowadays want bigger ships and the result is that the saloon space on the latest leviathans is generally crowded out, while the older but equally comfortable boats are invariably neglected by those with whom they used to be favourites. Therefore, as the boats must continue in service, we have to bow to the inevitable, but now second-class passengers will have the benefit of first-class accommodation."

NOTICES TO CONSIGNEES.

FROM EUROPE.

THE H.A.L. Steamship

"SITHONIA." Captain H. Bokhorn, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Hongkong and Kowloon, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 2nd Dec., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo: Ex ss. "Kong Ring" from Christiania. Ex ss. "Halmstad" from Halmstad. HAMBURG-AMERIKA LINE, Hongkong Office, Hongkong, 26th November, 1913. [1374]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIQ." FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th Dec., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Dec., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th November, 1913. [1369]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZESS ALICE," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th Dec. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Dec., at 9.30 a.m.

All Claims must reach us before the 11th Dec., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELBURN & Co., General Agents, Hongkong, 27th November, 1913. [14]

FROM PORTLAND (OR.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"UCKERMARK." Captain Bokhorn, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 2nd Dec., at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co.'s Godowns.

Cargo remaining undelivered on 8th Dec., at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co.'s Godowns.

Cargo remaining undelivered on 8th Dec., at NOON, will be landed at Consignees' risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co.'s Godowns.

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NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CANDIA."

Arrived Hongkong on 28th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 28th November, 1913. [1]

NOTICE TO CONSIGNEES.

S.S. "KOREA," FROM SAN FRANCISCO VIA JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining on board TUESDAY, 2nd Dec., at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered SATURDAY, 6th Dec., at NOON, in addition to landing charges, will be subject to storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown FRIDAY, 5th Dec., at 10 a.m.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail Co.

All Claims must be filed on or before 29th Dec., otherwise they will not be recognised.

R. C. MORTON, Agent, Hongkong, 29th November, 1913. [32]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship "GLENSTAR," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Dec. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 29th November, 1913. [1384]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SIMLA."

Arrived Hongkong on 29th November, 1913. From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 29th November, 1913. [1]

HONGKONG TIDE TABLE.

From 2nd to 8th December, 1913.

HIGH WATER		LOW WATER	
Day of Week	Time	Day of Week	Time
Tues.	2 1/2	Wed.	3 1/2
Wed.	3 1/2	Thurs.	4 1/2
Thurs.	4 1/2	Fri.	5 1/2
Fri.	5 1/2	Satur.	6 1/2
Satur.	6 1/2	Sun.	7 1/2
Sun.	7 1/2	Mon.	8 1/2

WEATHER REPORT.

On the 1st at 11.00 a.m.—The anti-cyclone is now central to the north of Hokkaido. A depression lies between Guam and the Bonins.

Pressure has decreased moderately along the coast of China, north of Foochow. It is nearly stationary in the south.

The monsoon will be moderate to the north of Foochow and fresh over the N. China Sea. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST. Formosa Channel. {N.E. gale, moderating. Hongkong and Lamook. {The same as No. 1.

South coast of China between {The same as Hongkong and Lamook. {No. 1.

South coast of China between {The same as Hongkong and Lamook. {No. 1.

* N.E. winds, moderate, fair.

CHINA COAST METEOROLOGICAL REGISTER

1st DECEMBER, 1913, A.M.

Station. Hour. Barometer at Sea Level. Wind Force. Direction. Weather.

Vladivostok 7 a.m. 30.57 32 10 SE 3 b

Nemuro 6 a.m. 30.71 30 10 NW 1 b

Hakodate 30.68 30 10 NW 1 b

Tokio 30.54 30 10 NW 1 b

Kobe 30.27 30 10 NW 1 b

Koshi 30.31 30 10 NW 1 b

Yokohama 30.17 30 10 NW 1 b

Manila 30.10 30 10 NW 1 b

Naha 30.09 30 10 NW 1 b

Ishigaki 30.09 30 10 NW 1 b

Bonin Is. 29.87 30 10 NW 1 b

Chaochow 30.43 34 90 1

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION
COMPANY.

STEAM FOR STRAITS, CEYLON,
AUSTRALIA, INDIA, ADEEN,
EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE."
Captain G. J. Colwell, carrying His
Majesty's Mail, will be despatched from this
port for BOMBAY on SATURDAY,
the 6th December, 1913, at Noon, taking
Passengers and Cargo for the above Ports, in
connection with the Co.'s s.s. "MONGOLIA,"
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuable and Tea and Cargo for
France and London (under arrangement)
will be shipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London, other Cargo for
London, &c., will be conveyed by Bombay
in the s.s. "PERSEA" due in London on
the 17th January, 1914.

Parcels will be received at the Office
until 4 p.m. the day before sailing.
The contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 24th November, 1913. [1]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT THE MALABAR
COAST.)

PROPOSED SAILINGS FROM HONGKONG.
FOR BOMBAY AND NEW YORK.
S.S. "MUNCASTER CASTLE."
On or about 6th Dec.

For Freight and further information, apply
to

DODWELL & Co., Ltd.,
Agents.

Hongkong, 1st December, 1913. [1816]

GLEN LINE (McGREGOR, GOW
& CO.), LTD.

THE Steamship
"GLENLOCH" (Capt. E. J. STALLARD),
FOR GLASGOW, ROTTERDAM AND
ANTWERP.

This Steamer will be despatched for the above
Ports on 7th December.

For a few Saloon Passengers, all Cabins are
Ample, and the Steamer fitted with Electric
Light and Fans in every cabin.

Attention is particularly directed to the
Moderate Rates charged, viz.—
Saloon Passage, Hongkong to London,
Glasgow, Antwerp, or Rotterdam,
£40.

For freight or passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd December, 1913. [1229]

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA PORTS AND
SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRA" ... On or about 13th Dec.
For Freight and further information
apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th November, 1913. [1341]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS,
A Comprehensive and Complete Record

NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY
PRESS.

with which is incorporated
THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance,
\$12 per annum. Postage
32 to any part of
the World.

VESSELS ADVERTISED AS LOADING

To ascertain the number of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest HONGKONG "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SMITH.	CAPTAIN.	FOR WHICH APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL.	ASSAYE	Brit. str.	—	G. J. Colwell	P. & O. S. N. Co.	On 6th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SUNDA	Brit. str.	—	C. E. Irving, R.N.R.	P. & O. S. N. Co.	On 10th inst.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	UORBERMAR	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, BREMEN & HAMBURG, &c.	WESTPHALIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 5th inst.
MARSEILLES VIA SINGAPORE, SUEZ, COLOMBO, PORT BLAIR	AMARANTH	Brit. str.	—	—	MESSAGERIES MARITIMES	To-day.
HAVRE, BREMEN & HAMBURG, &c.	MUSKIE MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
HAVRE, EMDEN & HAMBURG, &c.	SEGOVIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	To-day.
ROTTERDAM, EMDEN & HAMBURG, &c.	ISERIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 20th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SAMRIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	To-day.
GLASGOW, ROTTERDAM & ANTWERP	BRASILIA	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 15th inst.
COPENHAGEN, GOTHENBURG & HALTIO PORTS	GLENLOCH	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 7th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	ARTUR NILSSON & Co.	Swed. str.	—	—	—	About 15th Jan.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	To-day, at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & FLAND.	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	On 10th inst. at 1 p.m.
VICTORIA, B.C. & TACOMA VIA JAPAN, &c.	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 23rd inst.
NAIYAS, GZOW, ALGIERES, GIBRALTAR, SOUTHAMPTON	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	On 10th inst. at 10 a.m.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	MALOCHES & Co.	Jan. str.	—	—	—	On 15th inst. at 4 p.m.
NEW YORK VIA PORTS & SUEZ CANAL.	SANDER, WIELEN & Co.	Jan. str.	—	—	—	About 31st inst.
BOSTON & NEW YORK	SHREWM, TOMES & Co.	Jan. str.	—	—	—	About 13th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	DODWELL & Co. Ltd.	Jan. str.	—	—	—	About 6th inst.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	CANADIAN PACIFIC R. Co.	Jan. str.	—	—	—	On 4th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	CANADIAN PACIFIC R. Co.	Jan. str.	—	—	—	On 15th Jan. at Noon.
AUSTRALIAN PORTS VIA MANILA	PACIFIC MAIL S.S. Co.	Jan. str.	—	—	—	On 4th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	PACIFIC MAIL S.S. Co.	Jan. str.	—	—	—	On 9th inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	GIBB, LITTLEWOOD & Co.	Jan. str.	—	—	—	On 16th inst. at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	To-day.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	MELBOURNE & Co.	Jan. str.	—	—	—	On 11th inst. at 10 a.m.
KOBE	TOYO KISEN KAISHA	Jan. str.	—	—	—	On 17th inst. at Noon.
KOBE & YOKOHAMA	JAYA-CHINA-JAPAN LINE	Jan. str.	—	—	—	On 27th inst. at 9 a.m.
KOBE	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	On 10th inst. at Noon.
KOBE	DAI NIPPON	Jan. str.	—	—	—	Quick despatch.
YOKOHAMA, KOBE & MOJI	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	To-day.
YOKOHAMA, KOBE & MOJI	MELBOURNE & Co.	Jan. str.	—	—	—	On 4th inst. at 11 a.m.
YOKOHAMA, KOBE & MOJI	DAVID SASSON & Co., Ltd.	Jan. str.	—	—	—	About 9th inst.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	To-morrow, at Daylight.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 23rd inst. at Noon.
YOKOHAMA, KOBE & MOJI	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	About 1st Jan.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 17th inst. at 11 a.m.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	To-morrow, at Daylight.
YOKOHAMA, KOBE & MOJI	ARTUR NILSSON & Co.	Jan. str.	—	—	—	To-day, at 4 p.m.
YOKOHAMA, KOBE & MOJI	HAMBURG-AMERICA LINE	Jan. str.	—	—	—	To-day.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 4th inst. at Noon.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	On 4th inst. at 4 p.m.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	On 5th inst. at Noon.
YOKOHAMA, KOBE & MOJI	P. & O. S. N. Co.	Jan. str.	—	—	—	About 6th inst.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 7th inst. at D'light.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 24th inst. at Noon.
YOKOHAMA, KOBE & MOJI	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	On 9th inst.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	On 11th inst. at 4 p.m.
YOKOHAMA, KOBE & MOJI	MELBOURNE & Co.	Jan. str.	—	—	—	About 11th inst.
YOKOHAMA, KOBE & MOJI	P. & O. S. N. Co.	Jan. str.	—	—	—	About 14th inst.
YOKOHAMA, KOBE & MOJI	MESSAGERIES MARITIMES	Jan. str.	—	—	—	On 15th inst.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 16th inst. at D'light.
YOKOHAMA, KOBE & MOJI	ARTUR NILSSON & Co.	Jan. str.	—	—	—	On 17th inst.
YOKOHAMA, KOBE & MOJI	SANDER, WIELEN & Co.	Jan. str.	—	—	—	On 2nd Jan. at 6 a.m.
YOKOHAMA, KOBE & MOJI	JAYA-CHINA-JAPAN LINE	Jan. str.	—	—	—	Quick despatch.
YOKOHAMA, KOBE & MOJI	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	On 10th inst. at 8 a.m.
YOKOHAMA, KOBE & MOJI	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	To-morrow, at Noon.
YOKOHAMA, KOBE & MOJI	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	On 7th inst. at 10 a.m.
YOKOHAMA, KOBE & MOJI	DOUGLAS, LARPAK & Co.	Jan. str.	—	—	—	To-day, at 11 a.m.
YOKOHAMA, KOBE & MOJI	DOUGLAS, LARPAK & Co.	Jan. str.	—	—	—	To-morrow, at 11 a.m.
YOKOHAMA, KOBE & MOJI	DOUGLAS, LARPAK & Co.	Jan. str.	—	—	—	On 5th inst. at 11 a.m.
YOKOHAMA, KOBE & MOJI	DOUGLAS, LARPAK & Co.	Jan. str.	—	—	—	On 9th inst. at 11 a.m.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	To-day, at 4 p.m.
YOKOHAMA, KOBE & MOJI	SHEWAN, TOMES & Co.	Jan. str.	—	—	—	To-morrow, at 4 p.m.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 6th inst. at 2 p.m.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 15th inst. at 2 p.m.
YOKOHAMA, KOBE & MOJI	SHREWM, TOMES & Co.	Jan. str.	—	—	—	On 15th inst. at 4 p.m.
YOKOHAMA, KOBE & MOJI	JAYA-CHINA-JAPAN LINE	Jan. str.	—	—	—	Quick despatch.
YOKOHAMA, KOBE & MOJI	NIPPON YUSEN KAISHA	Jan. str.	—	—	—	On 8th inst.
YOKOHAMA, KOBE & MOJI	OSAKA SHOSHEN KAISHA	Jan. str.	—	—	—	On 10th inst. A.M.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	To-morrow, at 2 p.m.
YOKOHAMA, KOBE & MOJI	DAVID SASSON & Co., Ltd.	Jan. str.	—	—	—	On 6th inst.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 18th inst. at Noon.
YOKOHAMA, KOBE & MOJI	MELBOURNE & Co.	Jan. str.	—	—	—	To-day, at 9 a.m.
YOKOHAMA, KOBE & MOJI	BUTTERFIELD & SWIRE	Jan. str.	—	—	—	To-morrow, at 10 a.m.
YOKOHAMA, KOBE & MOJI	JARDINE, MATHESON & Co., Ltd.	Jan. str.	—	—	—	On 4th inst. at Noon.

SHIPPING

ARRIVALS

AFRICA, Austrian str., 4,735, N. Iwanich,
1st December—Trieste 30th October,
General—Sander, Wieler & Co.
AMAZON, French str., 2,055, Costa, 1st
December—Shanghai 28th November,
General—Messageries Maritimes.
CHONGKOW, British str., 1,193, Doyle,
30th November—Kwang Yen 28th
November—Cement—Stone—Shewan,
Tomes & Co.
CHOYANG, British str., 1,242, Courtney,
1st December—Swatow 30th Novem-
ber, General—Jardine, Matheson &
Co.
ELBERT, German str., 991, Bing, 1st
December—Hohow 30th November,
General—Jensen & Co.
GLENTURRY, British str., 3,023, Webster,
1st December—Shanghai 28th Novem-
ber, General—Shewan, Tomes & Co.
HUE, French str., 910, A. Cornet,
1st December—Kwang-chow-wan 30th
November, General—A. R. Marty.
KAPUR, British str., 2,933, 1st
December—Colombo 15th November,
Case Oil—Standard Oil Co.
KYODO, Maru, Japanese str., 1,058,
Morisaki, 1st December—Newchwang
28th November, Coal—Mitsui Bussan
Kaisha.
LUCHOW, British str., 1,220, Menthrel,
30th November—Shanghai 27th
November, General—Butterfield &
Swire.
MISHIMA MARU, Japanese str., 8,500, F. L.
Sommer, 1st December—Yokohama
19th November, General—Nippon-
Yusen Kaisha.
POLYMER, French str., 6,302, Lassence,
1st December—Swatow 29th Novem-
ber, General—Messageries Maritimes.
PANAMA MARU, Japanese str., 3,750, J.
Kanno, 30th November—Shanghai 27th
November, General—Osaka Shosen
Kaisha.
SARINE RICKMERS, Dutch str., 573, Jagt,
30th November—Swatow 29th Novem-
ber, Ballast—Asiatic Petroleum Co.
SAIGON MARU, Japanese str., 3,311, T.
Yamaguchi, 30th November—Singa-
pore 21st November, General—Osaka
Shosen Kaisha.
SAMBIA, German str., 4,755, W. Hessel-
mann, 1st December—Shanghai 28th
November, General—Hamburg-
Amerike Linie.
TAIZAN MARU, Japanese str., 2,905, Sugoto,
30th November—Dairen 24th Novem-
ber, Coal—Mitsui Bussan Kaisha.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
December 1st.
AKI MARU, Japanese str., for Shanghai.
BEACHY, British str., for Vancouver.
BORNEO, German str., for Sandakan.
CHONGKOW, British str., for Canton.
CHONGKOW, British str., for Canton.
HAIYANG, British str., for Foochow.
KANSAI, British str., for Ningpo.
KENKON MARU, Japanese str., for Saigon.
SINIA, British str., for Yokohama.

DEPARTURES

December 1st.
AFRICA, Austrian str., for Shanghai.
BOMBAY MARU, Japanese str., for Bombay.
ELBERT, German str., for Canton.
KYODO MARU, Japanese str., for Canton.
LUCHOW, British str., for Canton.
POLYMER, French str., for Yokohama.
SAIKU MARU, Japanese str., for Calcutta.
TAISHO MARU, Japanese str., for Canton.
WHU, British str., for Canton.

SHIPPING REPORT

The British str. Luchow reports:
Strong following gale and high sea.

PASSENGERS

ARRIVED.
Per Chongkang, from Swatow, Messrs.
E. Paul, A. Petersen and Mrs. Morten
and 2 children.
Per Luchow, from Shanghai, Mr. and
Mrs. Taylor and 2 children, Miss
Sander, Misses Edna and Margaret,
Masters, Henna, Burkwell, Corp.
Macneake, Messrs. Langhorne, Groods
and Christopher.
Per Polymere, for Hongkong, from
Singapore, etc., Mr. K. P. Larsson, Dr.
H. Kuraka, Mr. and Mrs. Moulton and
boy, Capt. Payne, Mr. M. Weill, Mr.
Aubert, Mr. Murga, Mr. Grey and Mr.
Adam.
Per Mishima Maru, for Hongkong,
from Yokohama, etc., Mr. S. Inoue, Miss
A. Newberry, Dr. A. Smith, Mr. K.
Murai, Mr. S. Nagasaka, Mr. A. Haupt,
Mr. A. Landgraf, Mr. L. Train, Mr. G.
Borras, Mrs. R. Kerr and 2 children, Miss
Johann, Mr. T. Shioda, Mr. G.
Martineti, Mr. and Mrs. A. Grossi.
Per Amazon, for Hongkong, from
Yokohama, etc., Mrs. Takamatsu, Mr.
Makamura, Mr. Kowitien, Mr. Oka,
Mr. Migashiyama, Mr. N. Inida, Mr.
Kiya Kura, Mr. Izumi, Mr. Kato, Mr.
Umino, Mr. Kityayuchi, Mr. Oka, Mr.
Tomatani, Mr. Menehi, Mr. Oka, Mue,
Taka, Mr. and Mrs. Yukano, Mr.
Larson, Mr. W. Kent, Mrs. B. de Balan,
Mr. and Mrs. Hardy, Mrs. O. Buche-
meyer, Mr. Garibaldi and Mrs. H. Bavo-
man.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL			FROM L'POOL		FROM VANCOUVER						
STEARERS	Hong- kong	Shai Woosung	Naga- saki	Kobe	Yoko- hama	Vanco- ver	St. John N.B.	Liver- pool	Liver- pool	St. John N.B.	STEARERS	Vanco- ver	Yoko- hama	Kobe	Naga- saki	Shai Woosung	Hong- kong	
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive	
EMPERESS OF ASIA	Thurs. 4 Dec.	7 Dec.	8 Dec.	10 Dec.	12 Dec.	21 Dec.	27 Dec.	3 Jan.	7 Nov.	14 Nov.	EMPERESS OF JAPAN	19 Nov.	3 Dec.	4 Dec.	6 Dec.	8 Dec.	11 Dec.	
EMPERESS OF JAPAN	Thurs. 18 Dec.	21 Dec.	23 Dec.	25 Dec.	27 Dec.	8 Jan.	14 Jan.	21 Jan.	21 Nov.	28 Nov.	EMPERESS OF RUSSIA	4 Dec.	15 Dec.	16 Dec.	18 Dec.	20 Dec.	23 Dec.	
EMPERESS OF RUSSIA	Thurs. 1 Jan.	4 Jan.	5 Jan.	7 Jan.	9 Jan.	18 Jan.	24 Jan.	31 Jan.	—	—	MONTEAGLE	11 Dec.	27 Dec.	30 Dec.	Moji 1 Jan.	4 Jan.	7 Jan.	
MONTEAGLE	Thurs. 15 Jan.	18 Jan.	Moji 20 Jan.	22 Jan.	25 Jan.	8 Feb.	14 Feb.	21 Feb.	6 Dec.	13 Dec.	EMPERESS OF INDIA	18 Dec.	1 Jan.	2 Jan.	Nsaki 4 Jan.	6 Jan.	9 Jan.	
EMPERESS OF INDIA	Thurs. 5 Feb.	8 Feb.	10 Feb.	12 Feb.	14 Feb.	26 Feb.	4 Mar.	11 Mar.			EMPERESS OF ASIA							

MESSAGERIES MARITIMES. HONGKONG, CANTON, MACAO &

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

For	OUTWARD	To SAIL
SHANGHAI, KOBE AND	PAUL LECAT	On 15th December.
YOKOHAMA	CORDILLERE	On 23rd December.
HOMEWARD		
MARSEILLES VIA PORTS	AMAZONE	On 2nd December.
	AUSTRALIEN	On 16th December.
	POLYNESIE	On 29th December.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in MARSEILLES.
For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

From Hongkong: 25th December, 1913.
From Colombo: 12th January, 1914.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS:
"SALAMIS" Middle of February, 1914.
First Class Accommodation for Passengers.
Fitted with Wireless Telegraphy.
For Rates of Freight and Passage, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD
S.S. "DUNERA" 5,204 tons, Capt. J. H. O'Sullivan, will be despatched to YOKOHAMA, KOBE and MOJI on 3rd December, at D'light.
S.S. "JAPAN" 5,013 tons, Captain C. P. Soden, will be despatched to YOKOHAMA, KOBE and MOJI on 13th December.
WESTWARD
S.S. "TORILLA" 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 6th December.
S.S. "DILWARA" 5,328 tons, Captain G. N. Ramagie, R.N.R., will be despatched as above on 10th December.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.
Hongkong, 2nd December, 1913.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

COMFORT.	FROM HONGKONG calling at
MONGOLIA 27,000 tons, twin screws.	SHANGHAI, NAGASAKI,
MANCHURIA 27,000 tons, twin screws.	KOBE (via Inland Sea),
KOREA 18,000 tons, twin screws.	YOKOHAMA and HONOLULU
SIBERIA 18,000 tons, twin screws.	(the Paradise of the Pacific) through Service via
NILE ... 11,000 tons.	
CHINA ... 10,200 tons.	
PERSIA ... 9,000 tons.	
SAFETY.	SPEED.
	NEW YORK to Europe.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

First-Class to LONDON ... Single £71.10 ... 6 Months Return £120
First-Class to SAN FRANCISCO ... 45 ... 6 ... 68
INTERMEDIATE ... LONDON ... 65 ... 6 ... 109
First-Class to SAN FRANCISCO ... 36 ... 6 ... 64

Return Portion of Round Trip Tickets, as above, Available for Passage via C.P.R. from Vancouver if desired. Through Passengers have the privilege of travelling by Rail between Ports of Kobe and Yokohama.

STEAMERS	Tons	Sailing
KOREA	18,000	TUESDAY, 9th Dec., at 1 p.m.
SIBERIA	18,000	TUESDAY, 16th Dec., at 1 p.m.
CHINA	10,200	TUESDAY, 30th Dec., at Noon.
MANCHURIA	27,000	TUESDAY, 6th Jan., at 1 p.m.
NILE	11,000	SATURDAY, 10th Jan., at Noon.
MONGOLIA	27,000	TUESDAY, 27th Jan., at 1 p.m.
PERSIA	9,000	SATURDAY, 7th Feb., at Noon.

Passengers holding Through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
30th Dec. ... CHINA	1st Jan.	20th Dec.	22nd Dec.
10th Jan. ... NILE	12th Jan.	31st Dec.	25th Dec.
7th Feb. ... PERSIA	9th Feb.	27th Jan.	23rd Jan.

LET US PLAN AN ITINERARY FOR YOU.
KING'S BUILDING (opposite Blake Pier).
R. O. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMERS TONS DATE OF SAILINGS.
SHANGHAI, YOKOHAMA, "CANTON" 6,500 On 2nd Dec.
KOBE and MOJI "CEYLON" 9,000 On 17th Dec.
COPENHAGEN, GOTHENBURG, "CEYLON" 9,000 About 15th Jan.
and BALTIK PORTS
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 2ND DEC., 1913.
8 a.m. HONAM. 8 a.m. FATSHAN.
10 p.m. FATSHAN. 5 p.m. KINSHAN.

WEDNESDAY, 3RD DEC., 1913.
8 a.m. KINSHAN. 8 a.m. HONAM.
10 p.m. HONAM. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. HUENSHAN. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 7TH DECEMBER, 1913.

The Company's Steamship "SUI AN"
Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 45 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANZI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 3rd Dec., 4 p.m.
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Dec., 4 p.m.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. CO., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD and EASTERN and AUSTRALIAN STEAMSHIP CO., LTD.
Electric Light, Fans in every Cabin. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN TOMES & Co., General Managers, Hongkong, 25th November, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
"PANAMA MARU"	J. Ranco	WED'DAY, 10th Dec., at 1 p.m.
"SEATTLE MARU"	T. Saito	THURSDAY, 25th Dec., at 1 p.m.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 7th Jan., at 1 p.m.
"CHICAGO MARU"	I. Goto	THURSDAY, 22nd Jan., at 1 p.m.
"CANADA MARU"	H. Yamamoto	
"TACOMA MARU"	T. Hamada	

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.
Calling at MOJI, KOBE, YOKKAICHI and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Trussers and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	K. Sakaue	WEDNESDAY, 10th Dec., A.M.
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 26th Dec., 4 p.m.
"INDO MARU"	K. Komiya	

CHINA AND FORMOSA LINE.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KALJO MARU"	Y. Yamamoto	WED'DAY, 3rd Dec., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 7th Dec., at 11 A.M.
"DAIJIN MARU"	K. Murakami	SUNDAY, 14th Dec., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer "SOSHU MARU" ... Captain K. Tashira ... WED'DAY, 10th Dec., at 8 A.M.

FOR CANTON.
Steamer "SOSHU MARU" ... Captain K. Tashira ... FRIDAY, 7th Dec.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to
Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGA.	MISHIMA MARU	16,000	WED'DAY, 3rd Dec., at D'light.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	KAGA MARU	12,500	WED'DAY, 17th Dec., at Daylight.
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU	12,500	TUESDAY, 2nd Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU	12,500	TUESDAY, 16th Dec., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KUMANO MARU	9,300	WED'DAY, 17th Dec., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU	13,500	WED'DAY, 14th Jan., at Noon.
KOBE and YOKOHAMA	KAMAKURA MARU	12,000	MONDAY, 8th Dec., at Noon.
KOBE (Direct)	HITACHI MARU	12,500	THURSDAY, 4th Dec., at 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	RANGOON MARU	6,300	TUESDAY, 2nd Dec., at Noon.
SHANGHAI, KOBE and YOKOHAMA	TANGO MARU	13,500	WED'DAY, 17th Dec., at 11 A.M.
	TOSA MARU	12,000	TUESDAY, 9th Dec., at Noon.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

STEAMERS	TONS	SAILS	WEDNESDAY
MIYASAKI MARU	16,000	"	28th January.
KITANO	16,000	"	11th February.
ITO	12,500	"	25th February.
HIRANO	16,000	"	11th March.
KATOBI	20,000	"	25th March.
KAMO	16,000	"	8th April.
KASHIMA	20,000	"	22nd April.

STEAMERS	TONS	SAILS	TUESDAY
SHIDZUKA MARU	12,500	"	27th January.
TAMBA	12,500	"	10th February.
AKI	12,500	"	24th February.
SADO	12,500	"	10th March.
YOKOHAMA	12,500	"	24th March.
AWA	12,500	"	7th April.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to
T. KUSUMOTO, MANAGER.
11-12-13

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI, HAI KONG.	MOULTAN, MORBA, MALOJA, MALMOIRA, MOLDAVIA, MEDINA, MONGOLIA, MALWA, MOULTAN.	from COLOMBO to MARSEILLES and LONDON	MARSHALL LEE	PLYMOUTH (London 1 day later)
Jan. 8	EGYPT	Jan. 13	Jan. 17		Saturday	Friday
Jan. 22	DEVANHA	Jan. 27	Jan. 31		Feb. 14	Feb. 20
Feb. 5	CHINA	Feb. 10	Feb. 14		Feb. 28	Mar. 6
Feb. 19	ASSAYE	Feb. 24	Feb. 28		Mar. 14	Mar. 20
Mar. 5	INDIA	Mar. 10	Mar. 14		Mar. 28	Apr. 3
Mar. 19	DEVANHA	Mar. 24	Mar. 28		Apr. 11	Apr. 17
Apr. 2	ARCADIA	Apr. 7	Apr. 11		Apr. 25	May 1
Apr. 16	DELTA	Apr. 21	Apr. 25		May 9	May 15
Apr. 30	ASSAYE	May 5	May 9		May 23	May 29

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows—			
LONDON			
1st Saloon	"A"	Accommodation Single	£55.
	"B"	"	£59.
2nd Saloon	"A"	"	£44.
	"B"	"	£40.
MARSEILLES			
1st Saloon	"A"	Accommodation Single	£61.
	"B"	"	£65.
2nd Saloon	"A"	"	£42.
	"B"	"	£38.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave	Leave	Leave	Leave	Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'PORE	MARSHALL	LONDON
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	about	about
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £50 Single. £75 Return.
2nd Saloon £35 " £50 "

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 " £48 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDING ENG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA Capt. W. H. Le Mare, R.N.R.	About 6th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Coldwell	Noon, 6th Dec.	See Special Advertisement.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	SUNDA Capt. C. E. Irving, R.N.R.	About 10th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	BORNEO Capt. P. S. Ram, R.N.R.	About 14th Dec.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TAMING"	On 2nd Dec., 4 P.M.
SHANGHAI	"SHAOSING"	On 2nd Dec., 4 P.M.
HOIHOW & HAIPHONG	"KAIFONG"	On 3rd Dec., 1 P.M.
SHANGHAI	"LUCHOW"	On 4th Dec., 4 P.M.
SHANGHAI & TSINGTAU	"PAOTUNG"	On 6th Dec., 4 P.M.
SHANGHAI	"ANHUI"	On 16th Dec., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA" "TAMING" and "TEAN." Excellent Saloon accommodation. Amplest Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton. Passengers must embark before midnight on SATURDAY for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 2nd December, 1913.

TELEPHONE 36.

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 2nd Dec., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 5th Dec., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 9th Dec., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 5 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 3rd Dec., at 11 A.M.
		SUNDAY, 7th Dec., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 2nd December, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	13th Dec.	On 11th Dec., 10 A.M.
EASTERN	21st Jan.	On 2nd Jan., 10 A.M.
ALDENHAM	28th Jan.	On 13th Feb., 10 A.M.
EMPIRE		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and VANCOUVER (B.C.) and PORTLAND (Or).

Taking Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:		
S.S. EMDEN	...	2nd Dec.
S.S. SILESIA	...	18th Dec.
S.S. PREUSSEN	...	30th Dec.
S.S. O. J. D. AHLERS	...	9th Jan.
S.S. BELGRAVIA	...	13th Jan.
S.S. SPEZIA	...	23th Jan.
S.S. SCANDIA	...	9th Feb.
S.S. HORDE	...	24th Feb.
S.S. BAYERN	...	2nd Mar.

HOMEWARD.

FOR ROTTERDAM, EMDEN & HAMBURG :	
S.S. SAMBIA	2nd Dec.
FOR HAVRE, BREMEN & HAMBURG :	
S.S. SEGOVIA	2nd Dec.
FOR MARSEILLES, HAVRE & HAMBURG :	
S.S. UCKERMARK	4th Dec.
FOR MARSEILLES, BREMEN & HAMBURG :	
S.S. WESTPHALIA	5th Dec.
FOR ROTTERDAM, HAMBURG & ANTWERP :	
S.S. BRASILIA	15th Dec.
FOR HAVRE, EMDEN & HAMBURG :	
S.S. ISTRIA	20th Dec.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th November, 1913.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
SHINYO MARU	22,000—21 knots...	THURS., 4th Dec.
CHIYO MARU	22,000—21 knots...	MON., 22nd Dec.
* NIPPON MARU	11,000—18 knots	WED. DAY, 14th Jan.
TENYO MARU	22,000—21 knots...	SATUR., 17th Jan.
* HONGKONG MARU	11,000—18 knots	TUESDAY, 10th Feb.

* via MANILA. * omitting Shanghai.

All Steamers will be despatched at Noon.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	£96.10.
" " " " SAN FRANCISCO	£45.	£68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICAN LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave Hongkong
ANYO MARU	15,500—15 knots	WEDNESDAY, 10th Dec., Noon.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,

King's Building.

TELEPHONE 291.

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SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

MAIL SHIP SERVICE.

	Tonnage	Speed
S.S. TENYO MARU ...	22,000 ...	21 knots
S.S. CHIYO MARU ...	22,000 ...	21 "
S.S. SHINYO MARU ...	22,000 ...	21 "
S.S. NIPPON MARU ...	11,000 ...	18 "
S.S. HONGKONG MARU...	11,000 ...	18 "

THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA,

PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND

RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver without Change. Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierra—Foothill River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 628.

C. LACY-GOODRICH,

GENERAL ORIENTAL AGENT.

57 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "AFRICA," 8,040 tons, will leave as above on 15th Dec., at 4 P.M.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins.

Stowage, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA

STRAITS (CALCUTTA), COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "E. P. FERDINAND," 12,000 tons, will leave as above about 31st December.

These Steamers of large tonnage are fitted with comfortable class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:

Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £21.5, II £16.6.

BY ST. GOTTHARD EXPRESS:

Via Venice, Milan, St. Gotthard, Lugano, Bale, Laon, Calais or Boulogne, Class I £21.5, II £16.6.

BY SEMMERING EXPRESS:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.1, II £16.9.

Via Munich, Cologne, Hook or Flushing, Class I £21.1, II £16.6.

TO SHANGHAI

S.S. "KOEBER," 9,900 tons, will leave as above on 2nd January, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,800 tons, will leave as above about 1st January.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., AGENTS,

Hongkong, 2nd December, 1913.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"YORCK" Capt. F. LOESER	17,000	Wed. day, 10th Dec., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	"BUELOW" Capt. C. NAURATH	16,900	About Thursday, 11th Dec.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. L. KRUGKIST	6,750	Saturday, 27th Dec., at 9 A.M.
KOBE	"COBLENZ" Capt. L. KRUGKIST	6,750	About Tuesday, 9th Dec.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEHLER	5,000	Tuesday, 2nd Dec., at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 1st December, 1913.

PASSENGER SEASON 1914.

NORDDEUTSCHER LLOYD. BREMEN. TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT	ON
* "PRINZ LUDWIG"	18,300 TONS	ON FEBRUARY 3RD.
"GOEBEN"	17,300	ON FEBRUARY 18TH.
* "DERFFLINGER"	17,250	ON MARCH 3RD.
"KLEIST"	17,000	ON MARCH 18TH.
* "PRINZ EITEL FRIEDRICH"	17,000	ON MARCH 31ST.
"YORK"	17,000	ON APRIL 15TH.
* "PRINZESS ALICE"	20,300	ON APRIL 28TH.

* THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy (System Telefunken).

EARLY BOOKING RECOMMENDED.

For Further Particulars, please apply to

MELCHERS & Co., GENERAL AGENTS,

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 10th October, 1913.

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SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 3,005, J. Noma, 23rd November—Shanghai 20th November, General.—Nippon Yusen Kaisha.	General.—Mitsui Bussan Kaisha.
BAVERN, Russian str., 904, P. S. Biding, 19th November—Wakamatsu 15th November, Coal.—Aagaard, Thoresen & Co.	M. S. DOLLAR, British str., 2,674, J. J. Gear, 30th November—Manila 25th November, General.—Robert Dollar Co.
BORNEO, German str., 1,344, Joh. Koehler, 24th November—Sandakan 17th November, Timber.—Melchers & Co.	NINGBO, British str., 1,428, Pickard, 23rd November—Chefoo 18th November, General.—Butterfield & Swire.
CHEONGSHING, British str., 1,250, V. McC. Liddell, 20th November—Weihsaiwei 21st November, General.—Jardine, Matheson & Co.	PETROBRAS, German str., 1,047, Gosewisch, 28th November—Hongay 27th November, Coal.—Butterfield & Swire.
CHINGCHOW, British str., 1,356, Doyle, 15th November—Kwang Yen 15th November, Stone.—Shevan, Tomes & Co.	PREUMPHEN, British str., 1,005, N. C. Bird, 22nd November—Saigon 17th November, Rice and General.—Chinese.
CHIYUEN, Chinese str., 1,177, W. S. Ross, 29th November—Shanghai 25th November, General—C. M. S. N. Co.	PONTONG, German str., 990, W. Boteloh, 30th November—Bangkok 20th November, Rice and Teakwood.—Butterfield & Swire.
DUNERA, British str., 3,403, E. G. M. Dickinson, 28th November—Calcutta 13th November, General.—David Sassoon & Co.	RUBI, American str., 1,408, James Miller, 25th November—Manila 20th Nov., General.—Shevan, Tomes & Co.
EIGER, Norwegian str., 575, E. Fingelsen, 25th November—Daly 22nd November, Beans and General.—Chinese.	SADINE RICKMERS, Dutch str., 573, B. Z. Jagt, 25th November—Singapore 18th November, Bulk Oil.—Asiatic Petroleum Co.
EMPEROR OF ASIA, British str., 16,908, S. Robertson, 24th November—Vancouver 5th November, General.—Canadian Pacific Railway Co.	SETUN, Norwegian str., 885, D. Hovbrendor, 28th November—Bangkok 19th Nov., Rice—Chinese.
FOOSHING, British str., 1,423, J. M. Hay, 30th November—Bangkok 20th November, Rice.—Jardine, Matheson & Co.	SHAOHSING, British str., 1,307, French, 28th November—Shanghai 24th November, General.—Butterfield & Swire.
GEORGI, Russia str., 7,775, Osab, 28th Nov.—Newchwang—General.—Siemssen & Co.	SHINYO MARU, Japanese str., 7,220, H. S. Smith, 29th November—San Francisco 30th Oct., General.—Toyo Kisen Kaisha.
GLENSTRAE, British str., 3,054, J. McGillivray, 29th November—Singapore 20th November, General.—Shevan, Tomes & Co.	SINIA, British str., 3,827, G. Phillips, 29th November—London 18th October, General.—P. & O. S. N. Co.
HANOI, French str., 739, Ch. Le Chevalier, 26th November—Pakhel 25th November, General.—A. R. Marty.	TAISAN MARU, Japanese str., 1,023, J. Shimidzu, 30th November—Newchwang 23rd November, Coal.—Mitsui Bussan Kaisha.
HAIYANG, British str., 1,503, A. E. Hodgins, 30th November—Fuchow 27th November, General.—Douglas Lapraik & Co.	TAIWAN, British str., 1,040, Jenkins, 28th November—Saigon 23rd November, Rice—Chinese.
KAIFONG, British str., 967, Mathias, 29th November—Hoihow 28th November, General.—Butterfield & Swire.	TAIYUAN, British str., 2,000, W. B. Brown, 27th November—Sydney 3rd November, General.—Butterfield & Swire.
KAIJO MARU, Japanese str., 1,293, Y. Yamamoto, 29th November—Fuchow, Amoy and Swatow 28th Nov., General.—Osaka Shosen Kaisha.	TAIYUNG, British str., 1,153, G. H. Pennefather, 28th November—Manila 25th November, General.—Butterfield & Swire.
KATHE, German str., 1,200, P. E. Christensen, 27th November—Hongay 14th November, Coal.—Jensen & Co.	TAMON MARU No. 6, Japanese str., 2,119, D. Nimie, 27th November—Saigon 20th November, Rice and General.—Mitsui Bussan Kaisha.
KENKON MARU No. 11, Japanese str., 2,181, T. Yamamoto, 25th November—Java 13th November, Sugar.—Order.	TATSAI, Japanese gunboat, 850, Arima, 29th November—Shanghai 22nd November.
KOREA, American str., 5,651, A. W. Nelson, 29th Nov.—San Francisco 28th Oct., General.—Pacific Mail S.S. Co.	TELEMACHUS, British str., 1,450, Fraser, 29th November—Saigon 23rd Nov., General.—Chinese.
KUNSAIG, British str., 2,077, E. S. Schenk, 25th November—Moji 20th November, Coal and General.—Jardine, Matheson & Co.	TRIGAS, British str., 2,567, Pearson, 28th November—Taioyang 21st November, Ballast.—Asiatic Petroleum Co.
KWANGLEE, Chinese str., 1,536, Stewart, 19th November—Shanghai 16th November, General.—Chinese.	UCKERNAEK, German str., 4,312, H. Rohde, 27th November—Shanghai 14th November, Flour.—Hamburg-America Linie.
MACHEW, German str., 908, R. Zollner, 29th November—Bangkok 21st Nov., Rice.—Butterfield & Swire.	
MAUSANG, British str., 1,414, G. H. Alcock, 20th November—Sandakan 13th November, General.—Jardine, Matheson & Co.	
MICHAEL JENSEN, German str., 951, J. Jacobsen, 30th November—Bangkok 28th November, Rice.—Chinese.	

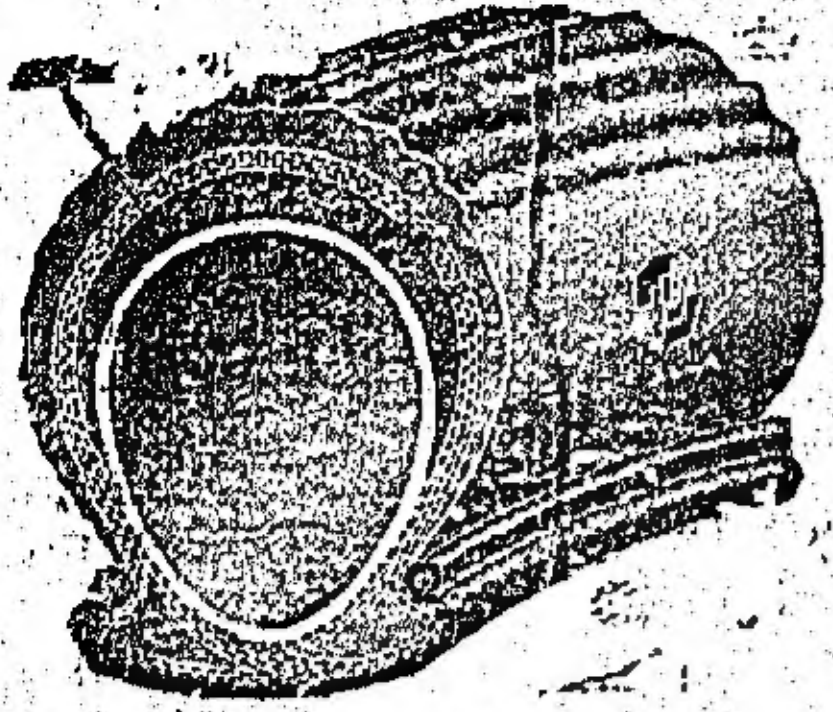
LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Duelou*, carrying the German mails, with dates from Berlin of the 12th November, left Colombo on the 30th November, p.m., and may be expected here on or about the 11th December.

The C.P.R. str. *Empress of India* left Yokohama on the 29th November, between 2 and 4 p.m.

The H.A.L. str. *Hesperalia* left Teigtau on the 30th November, p.m., and may be expected here on or about the 5th December, a.m.

PETER UNION



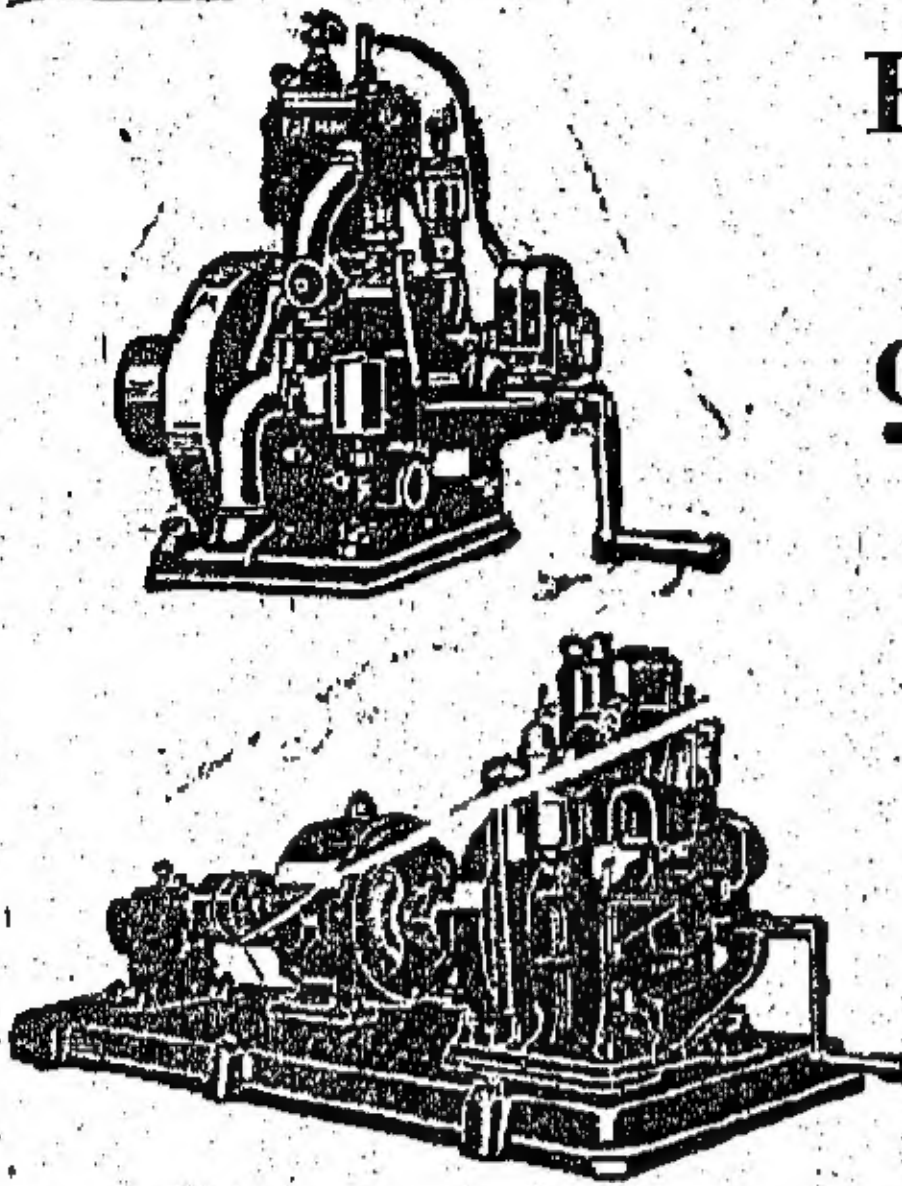
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AGENT:

HUGO C. A. FROMM.

Hongkong, 1st December, 1913.



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[44-47]

Hongkong, 1st December, 1913.

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BRIGHT

DURABLE

ECONOMICAL

EHRICH & GRAETZ, BERLIN.
HUGO C. A. FROMM,
GENERAL AGENT.

Hongkong, 1st December, 1913.

POST OFFICE NOTICE.

CHRISTMAS MAIL.

The Public are informed that the Christmas Mail to the United Kingdom and Countries beyond will be closed at this Office at 10.30 a.m., on the 4th December, and is due to reach London on the 24th December.

It is requested that the posting may be done as early as possible.

Found in the Counter Drop Box of the Postal Hall, G. P. O., a packet containing Post Cards only bearing no Stamps, addressed to Messrs. Philip Leslie & Co., Richmond, London. The sender is requested to call at the G. P. O. and frank the same.

* Specially superscribed correspondence only.

The *Litton*, with the Mails from London (via Siberia) of Wednesday, the 12th, and Friday, the 14th ult., is due to arrive here on Thursday, the 4th inst.

The *Delta*, with the ENGLISH MAIL, left Singapore on Sunday, 30th ult., at 8 a.m., and is due to arrive here on Friday, 5th inst., at 7 a.m. This packet brings the Parcel Mails closed in London for despatch by the all sea route on the 29th Oct. and for despatch overland on the 5th ult.

FOR	PER	DATE
Jessolton, Kadit and Sandakan ...	Borneo ...	Tuesday, 2nd, 8.00 A.M.
Kobe ...	Hanyang ...	Tuesday, 2nd, 9.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin ...	Taiwan ...	Tuesday, 2nd, 9.00 A.M.
Durban ...	Sailing Vessel ...	Tuesday, 2nd, 10.00 A.M.
Ceylon ...	Drumhead ...	Tuesday, 2nd, 10.00 A.M.
Port Said ...	Sambha ...	Tuesday, 2nd, 10.00 A.M.
Swatow, Amoy and Foochow ...	Kwong Chow Wan ...	Tuesday, 2nd, 10.00 A.M.
Shanghai, North China, Japan via Moji, Yokohama, B.O. and Seattle (Wash.) ...	Haiyang ...	Tuesday, 2nd, 10.00 A.M.
(EUROPE via SIBERIA)	Aki Maru ...	Tuesday, 2nd, 10.00 A.M.

SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, Egypt and Europe via Marseilles (Late Letters 11 to Noon Extra postage 10 cents).

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

Seigon ...	Kenhou Maru No. 11	Tuesday, 2nd, 2.00 P.M.
Hankow ...	Fanfeng ...	Tuesday, 2nd, 2.00 P.M.
Philippine Islands ...	Taiwan ...	Tuesday, 2nd, 3.00 P.M.
Shanghai and North China ...	Shanghai ...	Tuesday, 2nd, 3.00 P.M.
Batavia, Cheribon, Samsang and Soerabaya ...	Taiwan ...	Tuesday, 2nd, 4.00 P.M.
Straits ...	Glentworth ...	Tuesday, 2nd, 4.00 P.M.
Weihaiwei, Chefoo and Dairen ...	Eiger ...	Tuesday, 2nd, 4.00 P.M.
Straits and Ceylon ...	Mishima Maru ...	Tuesday, 2nd, 5.00 P.M.

Hollow, Haiphong, Pakhoi and Saigon ...	Kaifong ...	Wednesday, 3rd, 9.00 A.M.
Straits and India via Calcutta ...	Haimun ...	Wednesday, 3rd, 10.00 A.M.
Swatow, Amoy and Foochow ...	Kamsung ...	Wednesday, 3rd, 11.00 A.M.
Philippine Islands ...	Kiao Maru ...	Wednesday, 3rd, 3.00 P.M.
Japan via Kobe ...	Kai ...	Wednesday, 3rd, 5.00 P.M.
Sandakan ...	Hinsang ...	Thursday, 4th, 10.00 A.M.

* SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, * CANADA, * UNITED STATES and * SOUTH AMERICA via SAN FRANCISCO

Shanghai and North China ...

Port Said, Haiphong, Pakhoi and Saigon ...

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, * CANADA, * UNITED STATES and * SOUTH AMERICA via SAN FRANCISCO	Shinyo Maru ...	Thursday, 4th, 9.30 A.M.
Shanghai and North China ...	Choyang ...	Thursday, 4th, 10.00 A.M.
Port Said, Haiphong, Pakhoi and Saigon ...	Hue ...	Thursday, 4th, 10.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, * CANADA, * UNITED STATES and * SOUTH AMERICA via SAN FRANCISCO

Shanghai and North China ...

Port Said, Haiphong, Pakhoi and Saigon ...

Extra Postage 10 cents

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)

The Parcel mail will be closed on Friday, the 5th Dec. at 5 p.m.

COMMERCIAL

CLOSING QUOTATIONS.

On LONDON:—
Telegraphic Transfer ... 1/11
Bank Bills, on demand ... 1/11
Bank Bills, at 30 days' sight ... 1/11
Bank Bills, at 4 months' sight ... 1/11
Credits, at 4 months' sight ... 1/11
Documentary Bills 4 months' sight ... 1/11

On PARIS:—
Bank Bills, on demand ... 1/45
Credits, at 4 months' sight ... 1/50

On GERMANY:—
On demand ... 1/99

On NEW YORK:—
Bank Bills, on demand ... 47 1/2
Credits, at 60 days' sight ... 48 1/2

On BORNEO:—
Telegraphic Transfer ... 1/44 1/2
Bank, on demand ... 1/45

On CALCUTTA:—
Telegraphic Transfer ... 1/44 1/2
Bank, on demand ... 1/45

On SHANGHAI:—
Bank, at sight ... 73 1/2
Private, 30 days' sight ... 74 1/2

On YOKOHAMA:—
On demand ... 75 1/2
On 30 days' sight ... 76 1/2

On MANILA:—
On demand ... 77 1/2
On 30 days' sight ... 78 1/2

On SINGAPORE:—
On demand ... 79 1/2
On 30 days' sight ... 80 1/2

On BATAVIA:—
On demand ... 81 1/2
On 30 days' sight ... 82 1/2

On SAIGON:—
On demand ... 83 1/2
On 30 days' sight ... 84 1/2

On BANGKOK:—
On demand ... 85 1/2
On 30 days' sight ... 86 1/2

SOVEREIGNS, Bank's Buying Rate ... 810.25
GOLD LEAF, 100 fine, per tal ... 853.80
BAR SILVER, per oz. ... 26 1/2

SUBSIDIARY COINS.

Chinese ... 20 cents pieces ... 39.10 discount.
Chinese ... 10 " ... 39.35
Hongkong ... 20 " ... 36.50
Hongkong ... 10 " ... 38.90

MAILS VIA SIBERIA.

London ... 14th November
Shanghai ... 15th November
December 1st

SHARE LIST.—QUOTATIONS.

HONGKONG, 1st DECEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$790	54 p.c.
China Bank Corporation	60,000	\$12	all	\$791	54 p.c.
China Borneo Company, Limited	50,000	\$3	all	\$4.60	73 p.c.
China Light and Power Company, Ltd.	50,000	\$1	all	\$87	73 p.c.
China Provident Loan and Mortgage Co., Ltd.	200,000	\$10	all	\$87	73 p.c.
COTTON MILLS.—					
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 150	5 p.c.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$27	5 p.c.
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$27	5 p.c.
DOCKS AND WHARVES.—					
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$90	5 p.c.
H'kong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$74 1/2	3 p.c.
New Amoy Dock Co., Ltd.	10,000	\$50	all	\$87	73 p.c.
S'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 54	73 p.c.
S'hai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 107	73 p.c.
Green Island Cement Co., Limited	400,000	\$10	all	\$65	4 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$125	5 p.c.
Hongkong Hotel Company Limited	12,000	\$50	all	\$25	5 p.c.
Manila Metropolitan Hotel, Limited	15,000	P. 10	all	\$152 1/2	54 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$152 1/2	54 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$22	54 p.c.
H'kong & South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$2	54 p.c.
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	54 p.c.
Hongkong Tramway Co., Ltd.	325,000	5/-	all	\$/5	54 p.c.
INSURANCE.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$317 1/2	64 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$161	64 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$50	\$50	\$380	74 p.c.
North China Insurance Co., Limited	12,400	\$15	\$25	Tls. 133	64 p.c.
Union Insurance Society, Limited	12,400	\$250	\$100	\$810	64 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$192 1/2	@ Ex 73
LANDS AND BUILDINGS.—					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$113	64 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	54 p.c.
Hongkong Land and Finance Co., Ltd.	150,000	\$10	all	\$24	7 p.c.
Hongkong Land and Building Co., Ltd.	6,000	\$50	\$50	Tls. 94	54 p.c.
Kowloon Land Investment Co., Ltd.	78,000	Tls. 50	all	\$70	54 p.c.
Shanghai Land Investment Co., Ltd.	12,500	\$50	all	\$10	54 p.c.
West Point Building Co., Limited	25,000	Gds. 10	all	Tls. 26 1/2	buyers
Maatschappij tot Mijn- en Bosbouw in Landbouw exploitatie in Langkat					
MINING.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-	
Heawood Tin and Rubber Estate, Ltd.	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2	buyers
Tromps Mines, Limited	160,000	\$1	all	\$2 1/2	buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$10 1/2	74 p.c.
Phillipine Co., Limited	75,000	\$10	all	\$30	buyers
Palpote et Papeteries du Tonkin Societe des	13,200	\$50	all	\$30	buyers
REFINING.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$100	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$140	all	\$35	buyers
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10	5 p.c.
Douglas Steamship Co., Limited	20,000	\$50	all	\$30	74 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$23 1/2	64 p.c.
Indo-China Steam Navigation Co., Ltd.	50,000 prof.	\$5	all	\$23 1/2	64 p.c.
Shanghai and Canton S.B. Co., Ltd.	2,500,000	\$21	all	\$44 1/2	54 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$22	buyers
South China Morning Post, Limited	6,000	\$25	all	\$4 1/2	buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$4 1/2	buyers
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	\$7	all	\$9 1/2	4 p.c.
Watson & Co. A. S., Limited	90,000	\$10	all	\$3	buyers
Un in Waterboat Co., Limited	50,000	\$10	all	\$17 1/2	buyers

FORTHCOMING EVENTS.

Thursday, 4th Dec.—
12.15 p.m.—Hongkong and South China Steam Fisheries Co., Ltd., Extraordinary General Meeting.
9.15 p.m.—Organ Recital at St. Andrew's Church, Kowloon.
Wednesday, 10th Dec.—
11 a.m.—Auction of H.M.S. "Handy" and H.M.S. "Jans" on Board, by Messrs. Hughes & Hough.

ON SALE.

BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1913. With Index. Price \$7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 30th July, 1913.

ON SALE.

HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.

REVISED BY THE MEMBERS.

PRICE ——— \$5.

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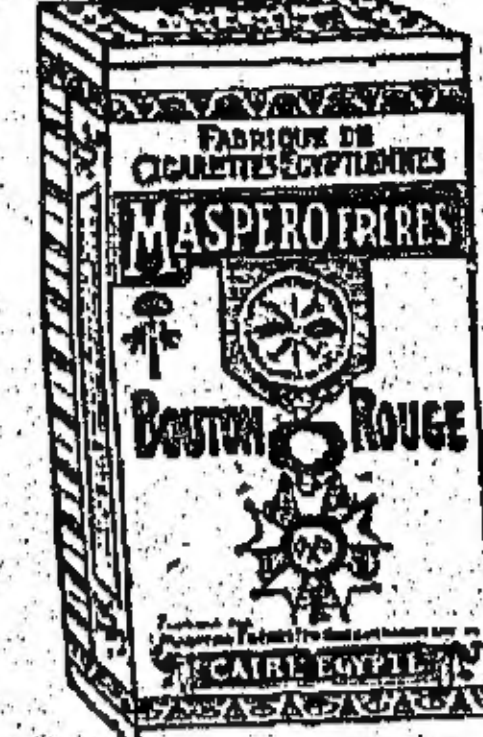
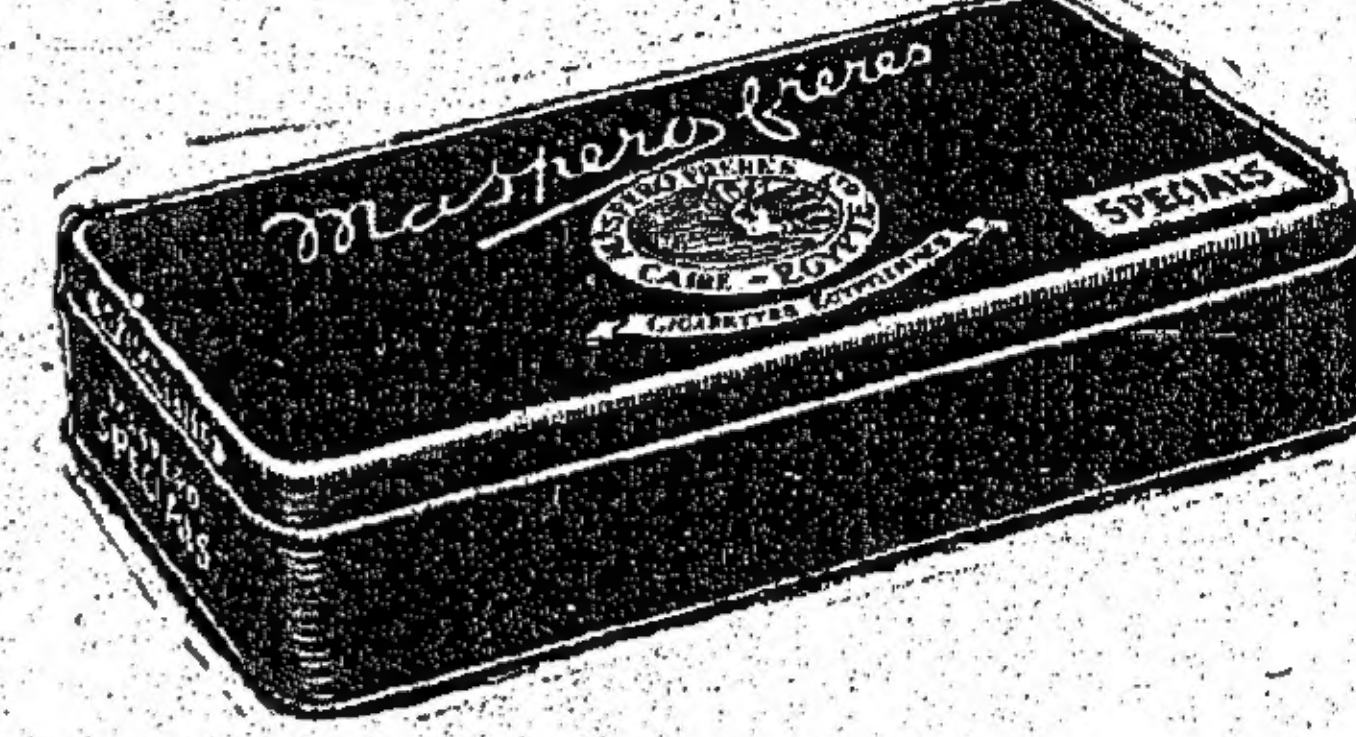
Hongkong, 25th June, 1913.

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Details are too long to insert here, but on every Thursday an inset will be included with this Paper, giving full particulars.

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